FY 2020-21 STANDARD PLANS FOR BRIDGE CONSTRUCTION

Effective for Projects with Lettings in the Fiscal Year (FY) from

July 1, 2020 through June 30, 2021

State of Florida Department of Transportation
Office of Design
Mail Station 32
605 Suwannee Street
Tallahassee, Florida 32399-0450

FY 2019-20 Standard Plans for
Road and Bridge Construction
Topic No. 625-010-003

FDOT FY 2020-21 Standard Plans

NOTICE

The Standard Plans are intended to support the various engineering processes for construction operations on the State Highway System. They are established to ensure the application of uniform standards in the preparation of contract plans for construction of roadways and structures. These Standard Plans may be used for maintenance operations or adopted by other authorities for use on projects under their jurisdiction.

It is the responsibility of the Engineer of Record using these Standard Plans to determine the fitness for a particular use of each standard in the design of a project. The inappropriate use of and adherence to these standard Plans does not exempt the engineer from the professional responsibility of developing an appropriate design.

PATENTED DEVICES, MATERIALS AND PROCESSES

The use of any design, method, process, material or device either expressed or implied by these standards that are covered by patent, copyright, or proprietary privilege is the sole responsibility of the user. Any infringement on the rights of the inventor, patentee, assignee or licensee shall be the sole responsibility of the user. For additional information refer to Subsection 7-3 of the FDOT Standard Specifications for Road and Bridge Construction.

DISTRIBUTION OF EXEMPT PUBLIC DOCUMENTS:

It is the policy of the Department to protect the State Highway System's infrastructure by defining the responsibilities for disclosure and use of sensitive documents showing the structural elements used in the design and construction of Department structures. Section 119.071(3)(b), Florida Statute (F.S.), provides that these sensitive documents are exempt from Chapter 119, F.S., Florida's public records law. In accordance with Section 119.071(3)(b), F.S., the Department has adopted Procedure 050-020-026, Distribution of Exempt Public Documents Concerning Department Structures and Security System Plans, to define the method and responsibilities for disclosure and use of these sensitive documents.

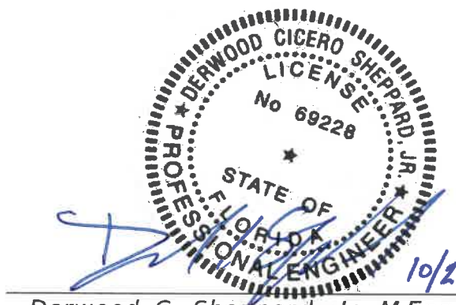
Structure is defined in Section 334.03(27), F.S., as "a bridge, viaduct, tunnel, causeway, approach, ferry slip, culvert, toll plaza, gate, or other similar facility used in connection with a transportation facility" which would include related pipes and pipe systems. However, for the purpose of the public records law and Procedure 050-020-026, the Department has determined that the term "structure" includes "bridges with an opening of more than 20 feet between undercopings of abutments or spring lines of arches or extreme ends of openings for multiple boxes, and those other bridges subject to safety inspection under Section 335.074, F.S." A roadway is not otherwise a structure for the purposes of Procedure 050-020-026.

Therefore, plans, blueprints, schematic drawings, and diagrams of structures owned by the Department are exempt from the public records provisions of Chapter 119, F.S. This exemption includes draft, preliminary, and final formats as described in Procedure 050-020-026 and includes paper, electronic, and other formats. The Department has provided for the limited release of such documents in Procedure 050-020-026.

Entities or persons outside the Department requesting or receiving copies of any portion of plans or other documents considered Exempt Documents under Procedure 050-020-026 must complete and submit a request form (Form No. 050-020-26). The form also advises the requestor that the entity or person receiving the documents shall maintain their exempt status. This procedure applies to all Department internal or contracted staff who have access to such Exempt Documents in their Department work. Refer to Procedure 050-020-026 for additional requirements.

CERTIFICATION STATEMENT

I hereby certify that these Standard Plans were prepared by me or under my responsible charge, compiled from designs prepared, examined, adopted and implemented by the Florida Department of Transportation in accordance with established procedures, and as approved by the Federal Highway Administration.



Derwood C. Sheppard, Jr. M.Eng., P.E.
State Standard Plans Engineer

The official version of the Standard Plans is the PDF version and can be found at:

http://www.fdot.gov/design/standardplans

FDOT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAULT, P.E.
SECRETARY

October 24, 2019

James Christian
Division Administrator
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: Office of Design
FY 2020-21 Standard Plans for Road and Bridge Construction

Dear Mr. Christian:

In accordance with the *Stewardship and Oversight Agreement on Project Assumption and Program Oversight by and between the Federal Highway Administration, Florida Division, and the State of Florida Department of Transportation* the Department has provided the ***FY 2020-21 Standard Plans for Road and Bridge Construction (Standard Plans)*** for review. Copies of all revised Indexes for the ***FY 2020-21 Standard Plans*** were provided to the Florida Division Office in three different submittal packages between August 22nd and September 19th and all comments have been addressed to the satisfaction of the reviewer(s). Consequently, the Department is requesting approval of the ***FY 2020-21 Standard Plans*** for use on federal-aid projects.

Sincerely,

10/24/19

Derwood Sheppard, P.E.
State Standard Plans Engineer

For *FHWA Florida Division Office* use:

Approved for Use on Federal Aid Projects:

Bren George-Nwabuguwu Sr. 10/28/19

For James Christian, P.E.
Division Administrator

ABBREVIATIONS

FY 2020-21 STANDARD PLANS

Abbreviation	Meaning
A	
AASHTO	American Association Of State Highway And Transportation Officials
AC	Alternating Current
Accel.	Acceleration
ACI	American Concrete Institute
ADA	Americans With Disabilities Act
ADT	Average Daily Traffic
AFAD	Automated Flagger Assistance Device
AISC	American Institute Of Steel Construction
AISI	American Iron and Steel Institute
Alt.	Alternate
Alum.	Aluminum
ANSI	American National Standards Institute
AOS	Apparent Opening Size
APL	Approved Products List
App.	Approach
Approx.	Approximate
ARTBA	American Road & Transportation Builders Association
Asph.	Asphalt
Assem.	Assembly
ASTM	American Society For Testing And Materials
ATPB	Asphalt Treated Permeable Base
Auxil.	Auxiliary
AWG	American Wire Gauge
AWS	American Welding Society
B	
Bot.	Bottom
Brkwy.	Breakaway
b/w	Between
C	
CC, C to C	Center to Center
C & G	Curb And Gutter
C.C.	Crash Cushion
CCTV	Closed-Circuit Television
CFR	Code of Federal Regulations
CFRP	Carbon Fiber Reinforced Polymer
cfs, CFS	Cubic Feet Per Second
CIP, C.I.P. or C-I-P	Cast In Place
CJP	Complete Joint Penetration
Ckt.	Circuit
℄	Center Line
Cl.	Clearance
CMP	Corrugated Metal Pipe
Con.	Connection
Conc.	Concrete
Const.	Construct or Construction
Cont.	Continuation or Continuous
Corr.	Corrugated
Cov.	Cover
C	
CP	Concrete Pipe
CSIP	Cost Savings Initiative Proposal
CSL	Cross-hole Sonic Logging
CTPB	Cement Treated Permeable Base
Ctr., Ctrs.	Center
Cu. Ft.	Cubic Feet
Cu. Yd., CY,	Cubic Yard
D	
D	Depth, Distance or Diameter
Dia. or Ø	Diameter
Dbl.	Double
Decel.	Deceleration
Deg.	Degree
Dim.	Dimension
Dist.	Distance
E	
DMM	Domestic Mail Manual
DPI	Ditch Point Intersection
Dt	Ditch
DTOE	District Traffic Operations Engineer
e	Superelevation Rate
E.P. or EOP	Edge Of Pavement
EA or Ea.	Each
EIA	Electronic Industries Alliance
El. or Elev.	Elevation
Embed.	Embedment
EPDM	Ethylene Propylene Diene Monomer
Eq.	Equation or Equal
Equip.	Equipment
etc.	Et Cetera (And So Forth)
ETP	Electronic Tough Pitch
Ex.	Example
Exist.	Existing
Exp.	Expansion
Ext.	Extension
F	
FAC	Florida Administrative Code
FC	Friction Course
Fdn.	Foundation
F.L. or ℄	Flow Line
Fl.	Florida
FDEP	Florida Department Of Environmental Protection
FDOT	Florida Department Of Transportation
FHWA	Federal Highway Administration
FIB	Florida-I Beam
F.S.	Florida Statutes
FS	Far Side
Ft.	Foot or Feet
FTP	Florida Traffic Plans
G	
G	Shear Modulus
g	Gram
Ga.	Gauge or Gage
Galv.	Galvanized
GFI	Ground Fault Interrupter
GFRP	Glass Fiber Reinforced Polymer
Grd.	Ground
H	
Hd.	Head
H.S., HS	High Strength
HDPE	High Density Polyethylene
Horiz.	Horizontal
HP	Horsepower or H-Pile
HSHV	High Strength Horizontal Vertical
I	
ID, I.D.	Inside Diameter or Identification
in.	Inch(es)
Inc.	Incorporated
Int.	Interior
Inv.	Invert
ITS	Intelligent Transportation Systems
J	
JCT	Junction
Jt.	Joint
K	
k	kip
kip	1000 Pounds
ksi	Kips Per Square Inch
kVA	Kilovolt Ampere
L	
L	Length
LA	Limited Access
lb or lbs.	Pound(s)
lb/sy	Pounds Per Square Yard
lbf	Pound force
LBR	Lime rock Bearing Ratio
LF	Linear Foot (Feet)
Lgth.	Length
Long.	Longitudinally or Longitudinal
LRFD	Load Resistance Factor Design
LRS	Low-Relaxation Strand
LS	Lump Sum
LSD	Lump Sum per Day
Lt.	Left

ABBREVIATIONS

FY 2020-21 STANDARD PLANS

Abbreviation	Meaning
---------- **M** ----------	
m	Meter
m²	Meter Square
Mach.	Machine
MAS	Motorist Awareness System
MASH	Manual for Assessing Safety Hardware (AASHTO)
Max.	Maximum
MES	Mitered End Section
M.H.	Manhole or Mounting Height
MHW	Mean High Water
Mid.	Middle
Mil or Mils	One-Thousandth Of An Inch
Min.	Minimum or Minute
Misc.	Miscellaneous
MLW	Mean Low Water
mm	Millimeter
Mod.	Modification
MOT	Maintenance Of Traffic
MPH or mph	Miles Per Hour
MUTCD	Manual On Uniform Traffic Control Devices
---------- **N** ----------	
N	Standard Penetration Number
NA or N/A	Not Available or Not Applicable
NC	Normal Crown
NCHRP	National Cooperative Highway Research Program
NDCBU	Neighborhood Delivery And Collection Box Unit
NEMA	National Electrical Manufacturers Association
NHW	Normal High Water
No.	Number
Nom.	Nominal
NPS	Nominal Pipe Size
NPT	National Pipe Thread
NS or N.S.	Near Side
NS	Non-Structural
NTS	Not To Scale
---------- **O** ----------	
O.C.	On Center
O to O or O.O.	Out to Out
O.B.G.	Optional Base Group
OD or O.D.	Outside Diameter
Oz.	Ounce
---------- **P** ----------	
Pavt.	Pavement
PBR	Pedestrian/Bicycle Railing
PC	Point Of Curvature
PCC	Plain Cement Concrete
pcf	Pounds per Cubic Foot
PCMS	Portable Changeable Message Sign
P.E. or PE	Professional Engineer
Pen.	Penetration
PPB	Pier Protection Barrier
PPP	Polypropylene pipe
Prest.	Prestressed
PRS	Portable Regulatory Sign
psf	Pounds Per Square Foot
PSI or psi	Pounds Per Square Inch
PT	Point of Tangency or Pressure Treated
PTFE	Polytetrafluoroethylene
PVC	Polyvinyl Chloride
---------- **Q** ----------	
Q	Flow Volume
Qty.	Quantity
---------- **R** ----------	
R or Rad.	Radius
Rt.	Right
R/W	Right Of Way
RC	Reverse Crown
RCP	Reinforced Concrete Pipe
Rd.	Road or Round
Rdwy.	Roadway
Rect.	Reticuline or Rectangular
Ref.	Reference
Reinf.	Reinforced or Reinforcement
Req. or Reqd.	Required
RGS	Rigid Galvanized Steel
RPM	Raised Pavement Markers
R/R or RR	Railroad
RSDU	Radar Speed Display Unit
RU	Rack Unit
RX	Receive
---------- **S** ----------	
S or s	Speed, Spacing or Second
Sch.	Schedule
SHBR	Special Height Bicycle Railing
Shldr.	Shoulder
SHW	Seasonal High Water
SIP	Stay In Place
SP	Superpave
Spa., Spcg. or Sp.	Space(ing)(s)
Spec.	Specification
sq	Square
Sq. Ft., SF, sf or S.F.	Square Foot
sq. in.	Square Inch
Sq. Yd., SY or S.Y.	Square Yard
SR	State Road
SS	Stainless Steel
St. or ST.	Street
Sta.	Station
Std.	Standard
Stg.	Strong
Stl.	Steel
SW	Skewed Angle
Swk.	Sidewalk
SYM	Symmetrical
---------- **T** ----------	
T or t	Thickness, Tangent Distance or Time
Tan	Tangent
T&G	Tongue and Groove
TCP	Traffic Control Plan(s)
TCZ	Traffic Control Zone
Temp.	Temperature or Temporary
Theo.	Theoretical
THW or THWN	Insulation (Flame Retardant, Moisture And Heat Resistant Thermoplastic)
TMA	Truck/Trailer Mounted Attenuator
TN	Ton
Trans.	Transition or Transverse
TTC	Temporary Traffic Control
TVSS	Transient Voltage Surge Suppression
TX	Transmit
Typ.	Typical
---------- **U** ----------	
UL	Underwriters Laboratories
UPS	Uninterruptible Power Supply
USPS	United States Postal Service
Util.	Utilities
UV	Ultraviolet
---------- **V** ----------	
Veh.	Vehicle
Vert.	Vertical
VPD or Vpd.	Vehicles Per Day
---------- **W** ----------	
W	Width or Wide
WT	Weight
WWM	Welded Wire Mesh
WWR	Welded Wire Reinforcing
---------- **Y** ----------	
Yd.	Yard
Yr.	Year

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20120	450-120	AASHTO Type II Beam
20199	450-199	Build-Up & Deflection Data For Prestressed I-Beams
20210	450-210	Typical Florida-U Beam Details and Notes
20248	450-248	Florida-U 48 Beam - Standard Details
20254	450-254	Florida-U 54 Beam - Standard Details
20263	450-263	Florida-U 63 Beam - Standard Details
20272	450-272	Florida-U 72 Beam - Standard Details
20299	450-299	Build-Up and Deflection Data For Florida-U Beams
Bridge Bearings		
20502	450-502	Beveled Bearing Plate Details - Prestressed Florida-U Beams
20510	400-510	Composite Elastomeric Bearing Pads-Prestressed Florida-I & AASHTO Type II Beams
20511	450-511	Bearing Plates (Type 1) - Prestressed Florida-I & AASHTO Type II Beams
20512	450-512	Bearing Plates (Type 2) - Prestressed Florida-I & AASHTO Type II Beams
Square and Round Concrete Piles (With Carbon Steel)		
20600	455-001	Notes and Details For Square Prestressed Concrete Piles
20601	455-002	Square Prestressed Concrete Pile Splices
20602	455-003	EDC Instrumentation For Square Prestressed Concrete Piles
20612	455-012	12" Square Prestressed Concrete Pile
20614	455-014	14" Square Prestressed Concrete Pile
20618	455-018	18" Square Prestressed Concrete Pile
20620	455-020	20" Square Prestressed Concrete Pile
20624	455-024	24" Square Prestressed Concrete Pile
20630	455-030	30" Square Prestressed Concrete Pile
20631	455-031	High Moment Capacity 30" Square Prestressed Concrete Pile
20654	455-054	54" Precast/Post- Tensioned Concrete Cylinder Pile
20660	455-060	60" Prestressed Concrete Cylinder Pile
Approach Slabs		
20900	400-090	Approach Slabs (Flexible Pavement Approaches)
20910	400-091	Approach Slabs (Rigid Pavement Approaches)
Bridge Expansion Joints		
21100	458-100	Strip Seal Expansion Joint
21110	458-110	Poured Joint With Backer Rod Expansion Joint System
Structures Access and Lighting		
21200	521-660	Light Pole Pedestal
21210	630-010	Conduit Details
21220	510-001	Navigation Light System Details (Fixed Bridges)
21240	715-240	Maintenance Lighting For Box Girders
21250	460-250	Access Hatch Assembly For Steel Box Sections
21251	460-251	Access Hatch Assembly For Concrete Box Sections
21252	460-252	Access Door Assembly For Concrete Box Sections
Standard Bar Bending Details		
21300	415-001	Standard Bar Bending Details
Temporary Detour Bridges		
21600	102-200	Temporary Detour Bridge General Notes and Details
21610	102-210	Temporary Detour Bridge Details - Timber Pile Foundations
21620	102-220	Temporary Detour Bridge Details - Steel H Pile Foundations
21630	102-230	Temporary Detour Bridge Details - Steel Pipe Pile Foundations
21640	102-240	Temporary Detour Bridge Thrie-Beam Guardrail
Post-Tensioning		
21801	462-001	Post-Tensioning Vertical Profile
21802	462-002	Post-Tensioning Anchorage Protection
21803	462-003	Post-Tensioning Anchorage and Grouting Details
Fender System Details		
21930	471-030	Fender System - Prestressed Concrete Piles
Wall Systems (Corrosion Resistant)		
22440	455-440	Precast Concrete CFRP/GFRP & HSSS/GFRP Sheet Pile Wall
Square and Round Concrete Piles (Corrosion Resistant)		
22600	455-101	Notes and Details for Square CFRP & SS Prestressed Concrete Piles
22601	455-102	Square CFRP and SS Prestressed Concrete Pile Splices
22612	455-112	12" Square CFRP and SS Prestressed Concrete Pile
22614	455-114	14" Square CFRP and SS Prestressed Concrete Pile
22618	455-118	18" Square CFRP and SS Prestressed Concrete Pile
22624	455-124	24" Square CFRP and SS Prestressed Concrete Pile
22630	455-130	30" Square CFRP and SS Prestressed Concrete Pile
22654	455-154	54" Square CFRP and SS Prestressed Concrete Pile
22660	455-160	60" Square CFRP and SS Prestressed Concrete Pile

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Standard Plans Index	Description
102-000	NEW INDEX – Previously Index 102-600; Reorganized Index and Series; Added "Temporary Traffic Control Tables"; Added "Temporary Raised Rumble Strips" detail; Added "Motorist Awareness System" detail.
102-005	NEW INDEX – Work Beyond the Shoulder.
102-010	NEW INDEX – Work on the Shoulder.
102-015	NEW INDEX – Mobile Operations.
102-020	NEW INDEX – Temporary Roadway Closure.
102-025	NEW INDEX – Two-Lane Roadway, Lane Closure Using Flagger.
102-030	NEW INDEX – Two-Lane Roadway, Lane Closure Using Temporary Traffic Signals.
102-035	NEW INDEX – Haul Road Crossing.
102-040	NEW INDEX – Two-Lane Roadway, Temporary Diversion.
102-045	NEW INDEX – Multilane Roadway, Single Lane Closure.
102-050	NEW INDEX – Multilane Roadway, Multiple Lane Closures.
102-055	NEW INDEX – Multilane Roadway, Lane Closure with Lane Shift.
102-060	NEW INDEX – Multilane Roadway, Temporary Diversion.
102-065	NEW INDEX – Limited Access Temporary Opening.
102-070	NEW INDEX – Traffic Pacing.
102-075	NEW INDEX – Work on the Sidewalk.
102-110	Sheet 15: Updated CONCRETE Note "B" to reference Specification 346-10.
102-600	Deleted – Moved to New Index 102-000.
102-601	Deleted – Moved to New Index 102-005.
102-602	Deleted – Moved to New Index 102-010.
102-603	Deleted – Moved to New Index 102-025.
102-604	Deleted Index. See MUTCD for intersection TTC.
102-605	Deleted Index. See MUTCD for intersection TTC.
102-606	Deleted – Moved to New Index 120-030 and 102-035.
102-607	Deleted – Moved to New Index 102-015.
102-608	Deleted – Moved to New Index 102-040.
102-611	Deleted – Moved to New Index 102-005.
102-612	Deleted – Moved to New Index 102-010.
102-613	Deleted – Moved to New Index 102-045.
102-614	See Index 102-050 or MUTCD TA-38 for interior lane closures. See Index 102-055 for lane shifts.
102-615	Deleted Index. See MUTCD for intersection TTC.
102-616	Deleted Index. See MUTCD for intersection TTC.
102-617	Deleted Index. See MUTCD for intersection TTC.
102-618	Deleted Index. See MUTCD for intersection TTC.
102-619	Deleted – Moved to New Index 102-015.
102-620	Deleted – Moved to New Index 102-060.
102-621	Deleted – Moved to New Index 102-060.
102-622	Deleted Index. See MUTCD TA-32 or Index 102-060.

Standard Plans Index	Description
102-623	Deleted – Moved to New Index 102-050.
102-625	Deleted – Moved to New Index 102-020.
102-628	Deleted Index.
102-630	Deleted Index.
102-631	Deleted Index.
102-640	Deleted Index.
102-641	Deleted Index.
102-642	Deleted Index.
102-650	Deleted Index.
102-651	Deleted – Moved to New Index 102-060.
102-655	Deleted – Moved to New Index 102-070.
102-660	Deleted – Moved to New Index 102-075.
102-665	Deleted – Moved to New Index 102-065.
102-667	Deleted Index.
102-670	Deleted Index; See Index 102-000 for MAS detail.
160-001	Changed Index Title to: "Median Stabilizing Details".
350-001	**Sheet 1:** Clarified Note 8.
370-001	Changed Index Title to: "Bridge Approach Expansion Joint Concrete Pavement With Special Select Soil Base"; Deleted Design Notes; Updated General Notes.
425-010	**Sheet 1:** Added a 4'-0" diameter option in ALTERNATE B SECTION B-B and ROUND RISER OPENING detail.
425-031	**All Sheets:** Changed Index Title to "Adjacent Barrier Inlet". **Sheet 1:** Changed General Note 1 to include median barriers with usage; Updated section detail labels to include median barriers.
430-001	Reorganized Index; Added additional Sheets. **Sheet 1:** Limits of Variable Front Slopes at Drainage Structures. **Sheet 2:** Round and Elliptical Concrete Pipe Joints. **Sheet 3:** Filter Fabric Jacket, Concrete Jacket, and Pipe Plug. **Sheet 4:** Concrete Collars. **Sheet 5:** Pipe End Guard. **Sheet 6:** Retaining Wall Concrete Gutter and Drains.
430-010	Reorganized Index; Added additional Sheets; Moved Sodding quantities to Index 570-001. **Sheet 1:** General Notes and Overview; Front Slope Transition at Endwall; Moved General Note 1 to the SPI; Moved specification and payment information to Specifications; Added General Note on quantities for estimating purposes only. **Sheet 2:** Dimensional and Reinforcing Details. **Sheet 3:** Type 1 and Type 2 Grate Details.
430-011	Reorganized Index; Added additional Sheets. **Sheet 1:** General Notes and Overview; Moved specification and payment information to Specifications Added General Note on quantities for estimating purposes only. **Sheet 2:** Endwalls for 1:2 Slopes with Baffles; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars. **Sheet 3:** Endwalls for 1:2 Slopes Without Baffles and Bar Bending Diagram; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars. **Sheet 4:** Endwalls with and Without Baffles for 1:3, 1:4, and 1:6 Slopes. **Sheet 5:** Steel Grate Option; Steel Grating Use Criteria Moved to SPI.

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Standard Plans Index	*Description*
430-012	*Reorganized Index; Added additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved specification and payment information to Specifications; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Dimension Details.* ***Sheet 3:*** *Reinforcing Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.*
430-020	*Reorganized Index; Added additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved payment information to Specifications; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Straight Flare and Optional Shape.*
430-021	*Reorganized Index; Moved payment information to Specifications.* ***Sheet 1:*** *General Notes and Overview and Slope And Ditch Transitions. Design Notes to the Drainage Manual; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Combined details for Round and Elliptical Concrete Pipe; Added Section A-A "Pipe/Slab Fillet"; Added DETAIL "A".* ***Sheet 3:*** *Combined Tables of Quantities for Round and Elliptical Concrete Pipe.* ***Sheet 4:*** *Combined details for Arched and Round Corrugated Metal Pipe.* ***Sheet 5:*** *Combined Tables of Quantities for Arched and Round Corrugated Metal Pipe.* ***Sheet 6:*** *Moved Connection and Anchor Details.*
430-022	*Reorganized Index; Moved payment information to Specifications.* ***Sheet 1:*** *General Notes and Overview and Ditch Transitions; Moved Design Notes to the SPI; Deleted information already in the Drainage Design Guide; Added General Note on Saddle Slope; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Combined details for Round and Elliptical Concrete Pipe; Added Section A-A "Pipe/Slab Fillet"; Added DETAIL "A".* ***Sheet 3:*** *Combined Tables of Quantities for Round, Elliptical Concrete Pipe, and Permissible Pavement Modification detail.* ***Sheet 4:*** *Combined details for Arched and Round Corrugated Metal Pipe.* ***Sheet 5:*** *Combined Tables of Quantities for Arched and Round Corrugated Metal Pipe.* ***Sheet 6:*** *Moved Connection and Anchor Details.* ***Sheet 7:*** *Moved Fastener and Grate Details.*
430-030	*Reorganized Index; Added additional Sheet.* ***Sheet 1:*** *General Notes and overall view; Moved specification and payment information to Specifications; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Concrete Endwall Details; Added Sta,/Offset Location.* ***Sheet 3:*** *Combined Quantities Tables; Elliptical Concrete and Elliptical/ Arched Corrugated Metal Pipe tables.* ***Sheet 4:*** *Moved Spacing for Multiple Pipes Details.*
430-031	*Reorganized Index; Added additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved specification and payment information to Specifications; Deleted design information covered in the Design Manual; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Single 60" Endwall Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.* ***Sheet 3:*** *Double 60" Endwall Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.*
430-032	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved specification and payment information to Specifications; Deleted design information covered in the Design Manual; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Single 66" Endwall Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.* ***Sheet 3:*** *Double 66" Endwall Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.*

Standard Plans Index	*Description*
430-033	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved specification and payment information to Specifications; Deleted design information covered in the Design Manual; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Single 72" Endwall Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.* ***Sheet 3:*** *Double 72" Endwall Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.*
430-034	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved specification and payment information to Specifications; Deleted design information covered in the Design Manual; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Single 84" Endwall Details; Updated bar naming conventions to reflect Horizontal, Vertical, and Bent Bars.*
430-040	*Reorganized Index; Renamed Index to: "Winged Concrete Endwalls"; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved specification and payment information to Specifications; Deleted design information covered in the Design Manual; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Endwall With U-Type Wings and Endwall With 45 Degree Wings.*
430-090	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved specification and payment information to Specifications; Deleted design information covered in the Design Manual; Added General Note on quantities for estimating purposes only.* ***Sheet 2:*** *Endwalls for 1:4 and 1:6 Slopes; Split detail into Dimensional and Reinforcing Details.* ***Sheet 3:*** *Steel Grate Details.*
436-001	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved Design Notes to the Drainage Manual, Drainage Design Guide, and the FDOT Design Manual.* ***Sheet 2:*** *Type I – Nonremovable Grate.* ***Sheet 3:*** *Type II – Removable Grate.*
440-001	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved Design Notes to the SPI.* ***Sheet 2:*** *Type I, II, and III Underdrains.* ***Sheet 3:*** *Type Va, Vb, Underdrains and Cleanout.*
440-002	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Updated Notes.* ***Sheet 2:*** *Typical Inspection Box Installation.* ***Sheet 3:*** *Typical Urban, Slope, and Adjustment Installations.*
443-001	*Reorganized Index; Added Additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Updated Notes; Removed Design Notes and moved to the SPI and Drainage Manual.* ***Sheet 2:*** *French Drain System.* ***Sheet 3:*** *Concrete Slotted Pipe Options.*
443-002	*Reorganized Index; Added additional Sheet.* ***Sheet 1:*** *General Notes and Overview; Moved Design Notes to SPI and Drainage Manual.* ***Sheet 2:*** *Type I Skimmers.* ***Sheet 3:*** *Type II Skimmers.*
446-001	*Reorganized Index; Moved payment information to Specifications; Deleted Treated Permeable Base Subdrainage.* ***Sheet 1:*** *General Notes and Overview.* ***Sheet 2:*** *Sudrainage and Outlet.* ***Sheet 3:*** *New Construction.* ***Sheet 4:*** *Rehabilitation.*

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Standard Plans Index	Description
450-010	**Sheet 2:** Removed INSERT DETAIL.
450-036	**Sheet 1:** Deleted Intermediate Diaphragm Inserts.
450-045	**Sheet 1:** Deleted Intermediate Diaphragm Inserts.
450-054	**Sheet 1:** Deleted Intermediate Diaphragm Inserts.
450-063	**Sheet 1:** Deleted Intermediate Diaphragm Inserts.
450-072	**Sheet 1:** Deleted Intermediate Diaphragm Inserts.
450-084	**Sheet 1:** Deleted Intermediate Diaphragm Inserts.
450-096	**Sheet 1:** Deleted Intermediate Diaphragm Inserts.
450-120	**Sheet 2:** Deleted INSERT DETAIL. **Sheet 3:** Deleted Intermediate Diaphragm Inserts.
455-440	**Sheet 2:** Changed bend diameter of GFRP stirrups; Added new Note 5 and renumbered Notes.
458-100	Changed Elastomeric Seal to Strip Seal throughout Index.
460-470	**Sheet 1:** Changed Barrier Delineator note.
515-052	**Sheet 8:** Changed embedment depths and anchor lengths for Case I and Case IIb.
515-062	**Sheet 9**: Changed embedment depths and anchor lengths for Case I and Case IIb.
521-001	**Sheets 15 & 16:** Changed "Shoulder Barrier Inlet" to "Adjacent Barrier Inlet" callout.
521-002	**Sheet 1:** Updated Note 4 to refer to Index 425-031 for "Adjacent Barrier Inlets" (number correction and Index name update).
521-404	**Sheet 1:** Changed Payment Note.
521-405	**Sheet 1:** Changed Payment Note.
521-427	**Sheets 1 – 4**: Renumbered. **Sheet 5:** (NEW SHEET) Drainage Slot Details.
521-428	**Sheet 1:** Added reference to drainage slot detail. **Sheet 3:** Added transition from 42" on Bridge to 36" or 38" traffic railing on approaches.
521-480	**Sheet 1:** Removed Barrier Delineator Spacing table; Changed Barrier Delineator note to refer to specification 705 instead of table.
521-510	**Sheet 1:** Changed 10' maximum spacing for 1/2" V-Groove in consideration of 12' precast sections.
521-600	**Sheet 1:** Added organic felt bond breaker on surfaces of wall between C-I-P coping to prevent cracking of the coping and wall. **Sheet 2**: Added bond breakers between face of wall and C-I-P coping.
521-610	**Sheet 1:** Corrected Note referenced in Partial Plan View for Approach Slab, **Sheet 2:** Clarified Note 4; Added Overbuild to Typical Section; Changed Title to End Transition Details. **Sheet 3:** Changed Detail "A" to Details "B"; Clarified alternate construction joint for Detail "B".
521-620	**Sheet 1:** Corrected reference to Approach Slab Note in Partial Plan View; Changed maximum spacing of 3/4" expansion joints.

Standard Plans Index	Description
521-640	Added Note 7 and renumbered Notes; Locate Open Joints in Barrier & Coping a minimum of 5'-0 from CL of Barrier Wall Inlet.
521-660	**Sheets 1, 2 & 4:** Removed notes to slope concrete pedestal surface.
522-002	Deleted General Note 2 regarding parallel grade break; Renumbered General Notes based on the deletion of Note 2.
524-001	Removed Sodding information from Sheet 2 and Added to new Sheet 3 in Index 570-001.
534-200	**Sheet 1:** Changed Note 6.C.1.
536-001	**All Sheets:** Renumbered for additional Sheets 14 and 16. **Sheet 1:** Added Trailing End Transition Connection to Rigid Barrier to Table of Contents; Added Sheets 14 & 16 to TOC and renumbered; Removed flared approach terminal from TOC; Note 10, allow for single-reduced post spacing for connections to existing guardrail. **Sheets 2 & 3:** Removed modified thrie beam from Note 8. **Sheet 5**: Removed modified thrie beam details and Note 5; Added single-faced to double-faced guardrail connection detail. **Sheet 6:** Removed modified thrie-beam section and post information from table. **Sheet 7:** Removed flared approach terminal; Added note 6 "clear area requirement"; Added approach terminal callout at begin/end guardrail location; Added new information to Note 5 to allow substitution for miscellaneous asphalt pavement placed upstream of post 1. **Sheet 8:** Renumbered Note 7 to Note 9 and deleted reference to flare; Added a new Note "Clear Area Requirement"; Added approach terminal callout at begin/end guardrail location; Added new Note 8 to allow substitution for miscellaneous asphalt pavement placed upstream of post 1. **Sheet 9:** Added trailing anchorage callout to being/end guardrail station location. **Sheet 11 & 12:** Added CRT End Treatment callout to Begin/End Guardrail Station location. **Sheet 13:** Changed default curb option shown to "Flush Shoulder Option", added TL-3 approach transition callout at begin/end GR. location. **Sheet 14:** (NEW SHEET): Added full TL-3 Approach Transition Connection layout for both curb continuation options; show guardrail tapers. **Sheet 15**: (Previously Sheet 14): Changed default curb option shown to "Flush Shoulder Option"; added TL-2 approach transition callout at begin/end GR. Location. **Sheet 16:** (NEW SHEET): Added full TL-2 Approach Transition Connection layout for both curb continuation options; show Guardrail tapers. **Sheet 17:** (Previously Sheet 15): Updated alignment curb dimensions for best fit; Changed "Flat No Curb" option to "Flush Shoulder Option". **Sheet 19:** (Previously Sheet 17); Terminal updated from flared to parallel in Plan View; Added approach transition callout at begin/end guardrail location. **Sheet 20:** (Previously Sheet 18): Added approach transition callout at begin/end guardrail location. **Sheet 21:** (Previously Sheet 19): Updated terminal from flared to parallel in Plan View. **Sheet 23:** (Previously Sheet 21): Updated Frangible Leave-out details to show steel post; Changed Note 1 to explain that only steel posts are permitted. **Sheet 24:** (Previously Sheet 22): Removed modified-thrie beam from Button-Head Bolt Length table.
536-002	**Sheet 1:** Updated Note 2 to remove trailing end transition information; Reference Index 536-001 for new trailing end transition connection details on New Sheet 28. **Sheet 2:** Removed Detail K references in details (typo from old Standard version). **Sheet 3:** Changed approach terminals from flared to parallel. **Sheet 27**: Removed Payment Information; Updated detail title to sync with Pay Item title, "Guardrail Approach Transition Connections...". **Sheet 28:** (NEW SHEET) Developed for Trailing End Transition Connections.

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544-001	***Sheet 1:*** *Added callout notes to rigid barrier connection detail to include traffic railing and concrete barrier standards.* ***Sheet 3:*** *(NEW SHEET) Added Thrie Beam retrofit connection detail; Short guardrail extension options from crash cushion to rigid barrier.*
570-001	***All Sheets:*** *Renumbered for additional New Sheet.* ***Sheet 3:*** *(NEW SHEET) Added sodding information from Index 524-001.*
580-001	*Updated bracing Detail, overall clarifications; Clarified that bracing is intended for plant establishment purposes only; Clarified on lumber grade; Clarified band strength.*
591-001	*NEW INDEX – Previously Developmental Standard Plan D591-001.*
639-001	*Corrected TYPICAL DISTRIBUTION POINT SCHEMATIC DETAIL Callout and "OFF" position location.*
649-010	*Added Longitudinal Seam weld note 4H; Changed Note 4H to 4I.*
649-031	***Sheet 2:*** *Change "jam nut" to anchor nut to match spec language.* ***Sheet 4:*** *Clarified splice length (to match Sheet 3 splice).* ***Sheet 5:*** *Clarified that the luminaire arms are galvanized steel.*
695-001	***Sheet 5:*** *Changed the PVC Conduit or Non-Metallic Flexible Conduit from 1.5" to 3".*
700-010	***All Sheets:*** *Renumbered.* ***Sheet 6:*** *Note 5: Clarified number of wind beams required.* ***Sheet 7:*** *(NEW SHEET) – WIND BEAM CONNECTION FOR FLIP UP SIGN.*
700-041	***Sheet 1:*** *Added information to Note 5B and Note 5C.*
700-090	*Deleted Catwalk Notes and references and added to New Index 700-091.*
700-091	*NEW INDEX – Catwalk Details.*
700-101	*Changed lateral offsets to more closely correspond with the MUTCD.*
700-104	*Note 4: Updated terminology for sign posts to match current naming.*
700-110	*Deleted 30 degree cut of Z mounting beams and added bolt diameters to drawing (See Index 700-030).*
706-001	*Changed striping limits in detail.*
711-001	***Sheet 1:*** *Clarified "Notes for Pavement Message".* ***Sheet 2:*** *Changed "Contrast Markings with Alternating Skip Pattern" to "10'-30' Skip Line with Shadow Markings". Added "Dotted Line with Alternating Shadow Markings" with detail.* ***Sheet 5 & 6:*** *Deleted the 6" Yellow marking from the nose of the Traffic Separator.* ***Sheet 8:*** *Revised right turn lane details.* ***Sheet 11:*** *Revised all details and notes.*
715-002	***Sheet 1****: Changed Note 4C.* ***Sheet 2:*** *Added 20' & 22' mounting heights.* ***Sheet 3:*** *Changed Strut weld size in ARM ELEVATION Detail.* ***Sheet 4:*** *Added Pole P0.*

Standard Plans Index	*Description*
715-010	***Sheet 3:*** *Updated handhole ring and door dimensions to allow variation/increase in handhole size; increase distance from baseplate to bottom of handhole.*
830-001	***Sheet 2:*** *Added a line indicating the curb continuing to the junction with the crossing; Remove the label about shoulder pavement in lieu of curb; Added a label for drop curb; Modified label "shoulder pavement" to "asphalt pavement" on the left half; Added "or trail" label to sidewalk on right half; Changed "shoulder pavement" on right to asphalt or concrete pavement to match adjacent surface.*

REVISIONS

PLACE HOLDER

GENERAL NOTES:

This Index is only applicable to the current FDOT inventory of temporary bridge components which are manufactured in accordance with Acrow Series 300, Double Wide design.

Work this Index with Index 102-210, 102-220, 102-230 and 102-240.

STRUCTURAL STEEL:
Steel Plates and Rolled Sections shall be ASTM A709 Grade 36.
Pipe piles shall be ASTM A252 Grade 2, Fy = 35 ksi.

BOLTS, LAG SCREWS AND THREADED BOLT STOCK:
Furnish high strength bolts in accordance with ASTM F3125 Grade A325 Type 1. Furnish Threaded Stock in accordance with ASTM A36. Furnish Lag Screws in accordance with ASTM A307. Furnish steel washers and nuts compatible with Bolts, Threaded Stock and Lag Screws.

TIMBER AND LAGGING:
Timber and Lagging shall be No. 1 Southern Yellow Pine.

BACKWALL BENT PILES:
Timber Piles:
10' Minimum Embedment into compacted backfill or into soil having a blow count greater than 6 (N>6).
Ultimate Capacity greater than 18 tons.
Splices are not allowed on any timber piles.

H-Piles:
12' Minimum Embedment into compacted backfill or into soil having a blow count greater than 6 (N>6).
Ultimate Capacity greater than 18 tons.

Shims admissible between backwall pile and cap.
Test piles are not required for backwall piles.

EXPANSION BEARINGS:
Inspect the PTFE (Teflon) layer and stainless steel plate prior to installation.
Do not use bearings that have a severely damaged or unbonded PTFE layer.
Clean PTFE of all grit and grime prior to installation.
Clean Stainless steel plate of all grit and grime prior to installation and finish to a smooth buffed surface.

DISTRIBUTING BEAMS:
Longitudinal stops restraining the distributing beams may be lengthened or shortened to center the distributing beam bearing on the cap beam.
The longitudinal stops are to bear on the distributing beam end frame.

EXPANSION JOINT SETTINGS:
Install the expansion joint considering the total continuous bridge length, location of fixed bearings and ambient temperature at the time of installation, assume a 1" expansion joint opening at 70 degrees F.

STORAGE FACILITY:
Contact
FDOT Statewide Aluminum Shop
2590 Camp Rd.
Oviedo, Fl.
407-278-2727
For shipping weights and dimensions of Temporary Bridge elements.

SHIPPING WEIGHTS AND DIMENSIONS:

Decking Sizes:

Type	Length	Width	Weight (lbs.)
Curb	5'	6'-9"	800
Curb	10'	6'-9"	1420
Curb	15'	6'-9"	2200
Curb	20'	6'-9"	2800
NonCurb	5'	5'-3"	650
NonCurb	10'	5'-3"	1000
NonCurb	15'	5'-3"	1600
NonCurb	20'	5'-3"	2100

Shipping weights and dimensions of other bridge components can be referenced in "Acrow Panel Bridging, Series 300, Technical Handbook".

TRAFFIC RAILING NOTES:
See Index 536-001 for component details, geometric layouts and associated notes not fully detailed herein.

CONCRETE: Concrete for Transition Blocks shall be Class II (Bridge Deck).

THRIE-BEAM PANEL: Steel Thrie-Beam Elements shall meet the requirements of AASHTO M180, Type II (Zinc coated).

BOLTS, NUTS AND WASHERS: Bolts, nuts and round washers shall be in accordance with AASHTO M180. Plate Washers shall be in accordance with ASTM A36 or ASTM A709 Grade 36. Do not drill Temporary Bridge components to attach Guardrail. Guardrail Bolts shall be placed between Truss members as shown in Index 102-240.

COATINGS: All Nuts, Bolts, Anchors, Washers and Backer Plates shall be hot-dip galvanized in accordance with the Specifications.

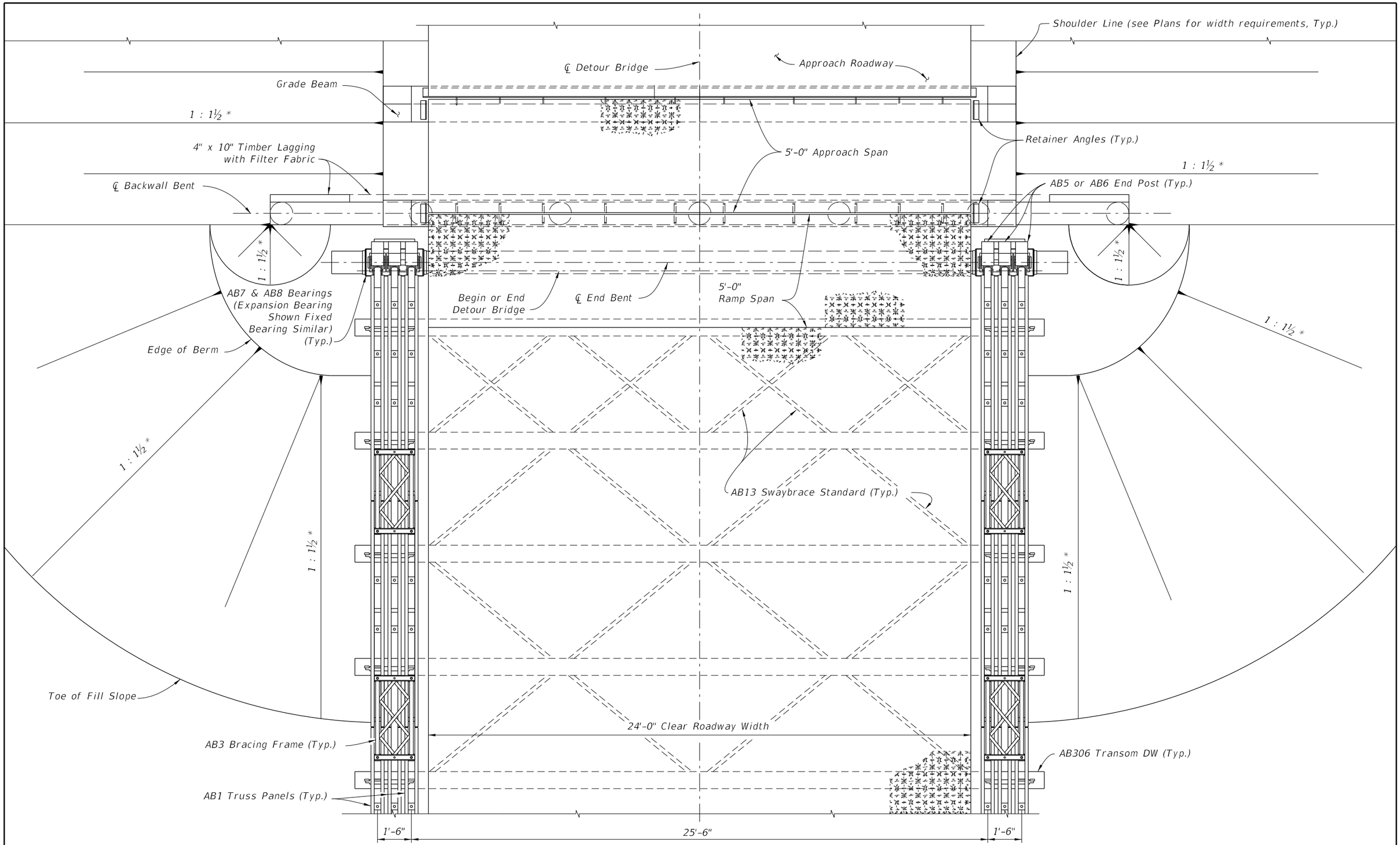
WOOD BLOCKS: All wood blocks, including required wedge shaped blocks shall be Pressure Treated Lumber in accordance with Specifications Section 955. Bolt holes in blocks to be centered (±1/4").

PAYMENT:
Temporary Detour Bridge is to be paid for under Contract Unit Price for Special Detour. If a temporary bridge system other than that shown herein is used, the Contractor is responsible for renting or purchasing their own system. Payment for Temporary Guardrail work and Transition Block will be made under Pay Item Temporary Guardrail, LF.

Furnish and install Bridge Thrie-Beam Panels and all associated hardware as shown. Payment will be made with the Temporary Detour Bridge under the Pay Item Special Detour, LS. Turn over Bridge Thrie-Beam Panels and all associated hardware to the Department with the Detour Bridge components per Specifications Section 102-6.

11/18/2019 4:04:57 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE GENERAL NOTES AND DETAILS	INDEX	SHEET
11/01/18						102-200	1 of 7

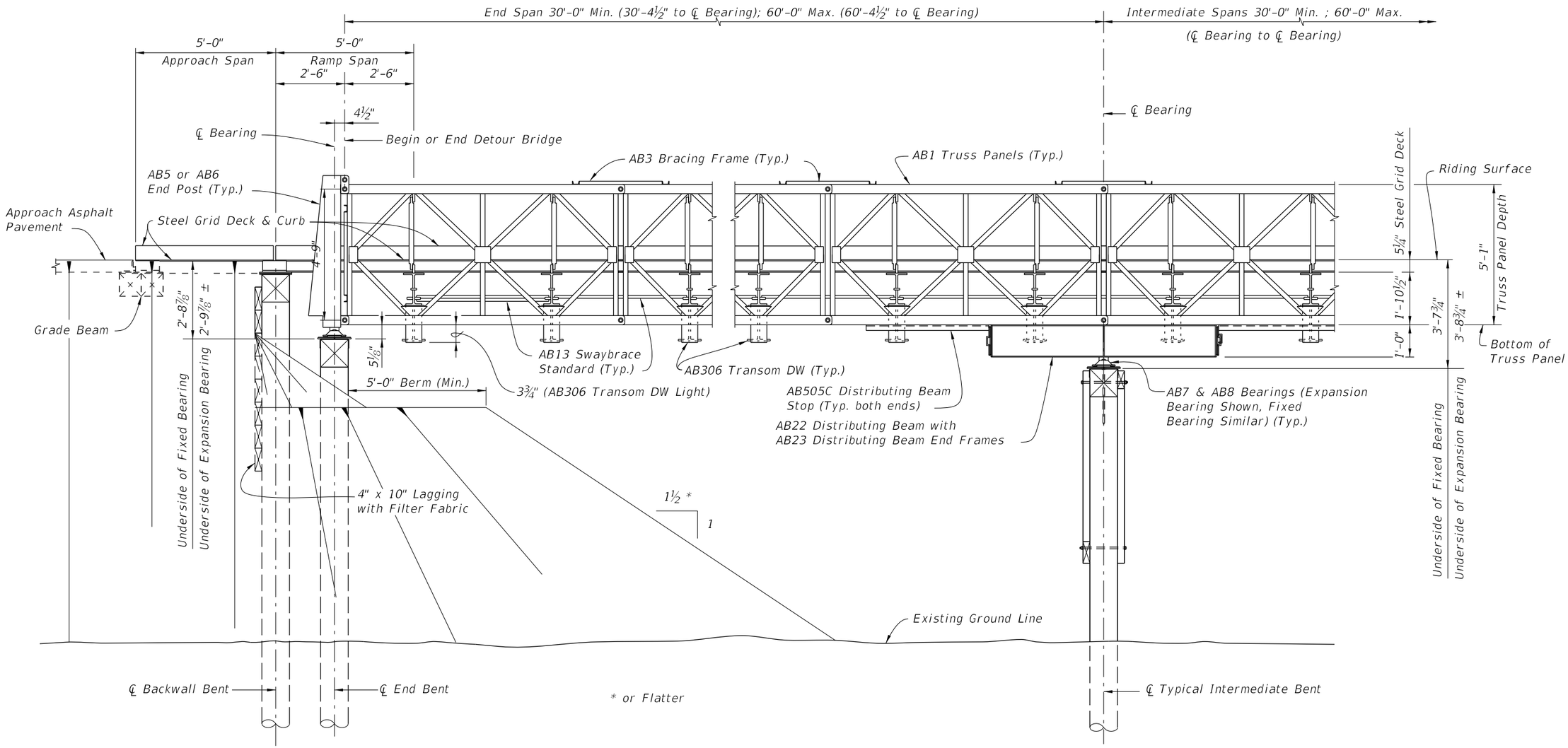


TYPICAL PLAN VIEW OF DETOUR BRIDGE
(TIMBER PILES SHOWN, STEEL H PILES AND STEEL PIPE PILES SIMILAR)
(Thrie-Beam Panel not shown for clarity, See Index 102-240)

* or Flatter

11/18/2019 4:05:01 PM

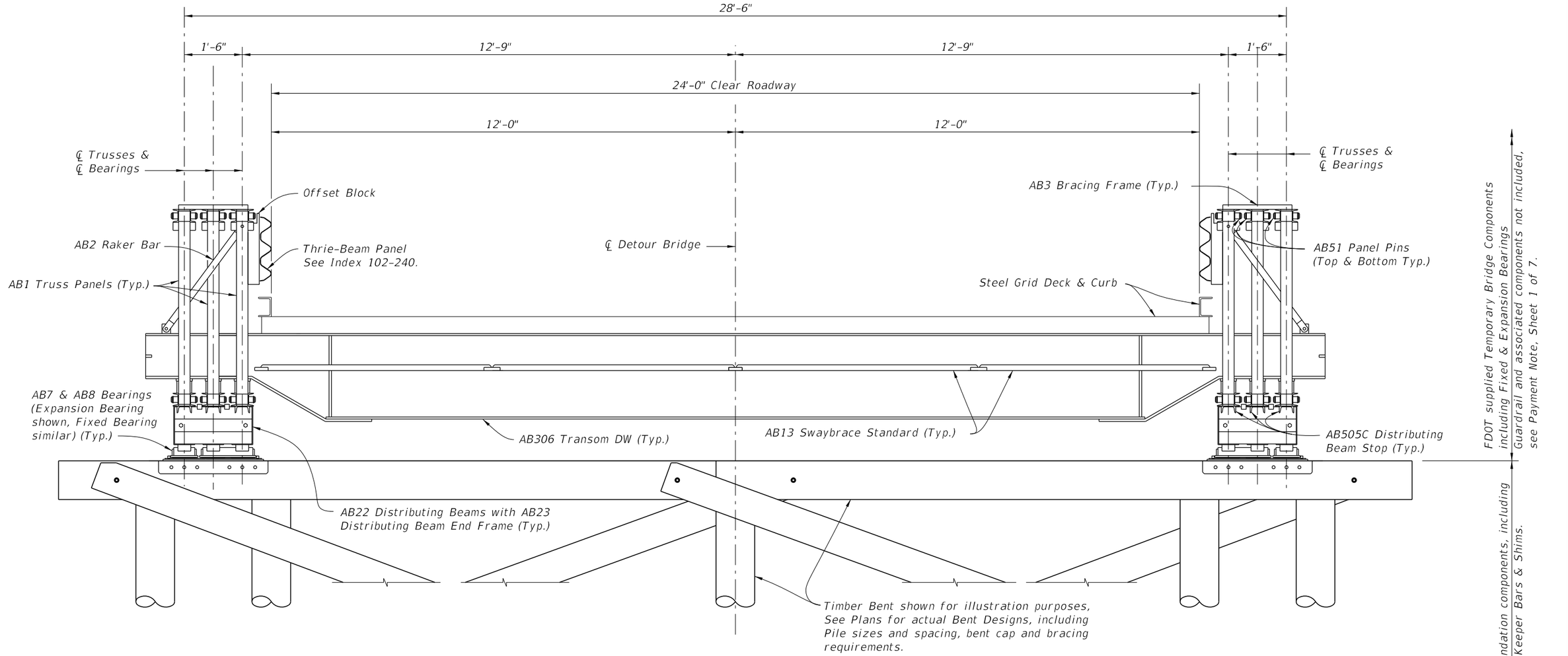
LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE GENERAL NOTES AND DETAILS	INDEX 102-200	SHEET 2 of 7



ELEVATION VIEW
(TIMBER PILES SHOWN, STEEL H PILES AND STEEL PIPE PILES SIMILAR)
(Thrie-Beam Panel not shown for clarity, See Index 102-240)

11/18/2019 4:05:02 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE GENERAL NOTES AND DETAILS	INDEX	SHEET
07/01/15					102-200	3 of 7



TYPICAL SECTION THRU DETOUR BRIDGE AT INTERIOR BENTS (TYPICAL SECTION AT END BENTS SIMILAR WITHOUT DISTRIBUTING BEAMS)
(TIMBER PILES SHOWN, STEEL H PILES AND STEEL PIPE PILES SIMILAR)

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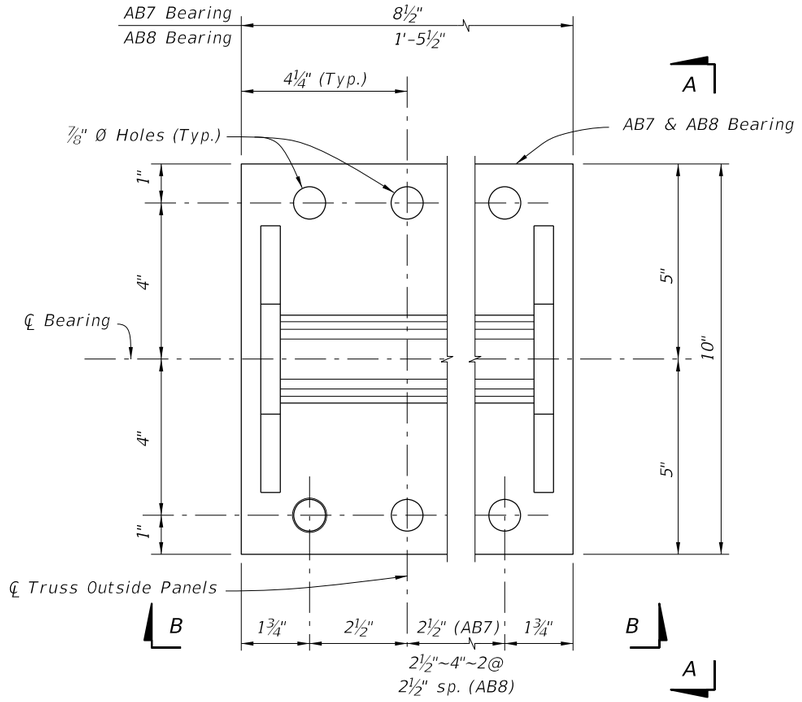
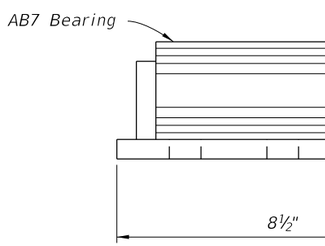
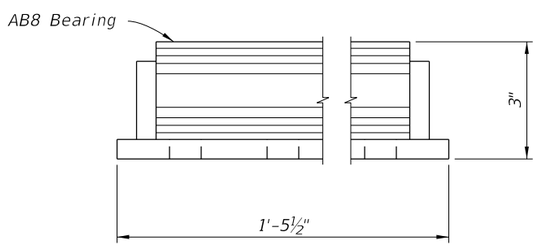
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/15			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE GENERAL NOTES AND DETAILS	102-200	4 of 7



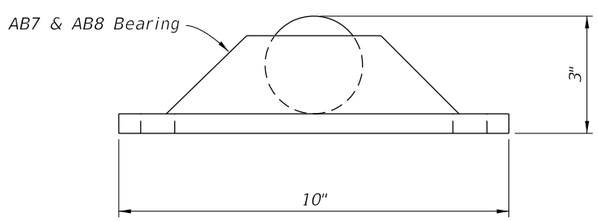
PLAN VIEW



VIEW B-B

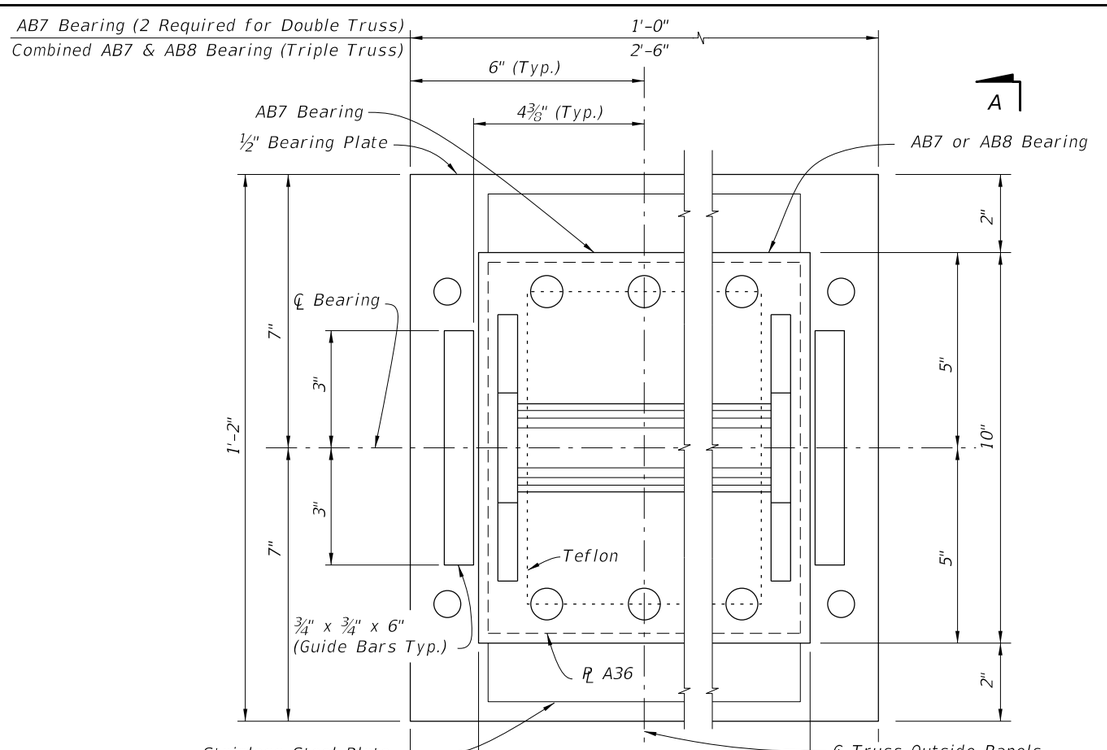


VIEW B-B

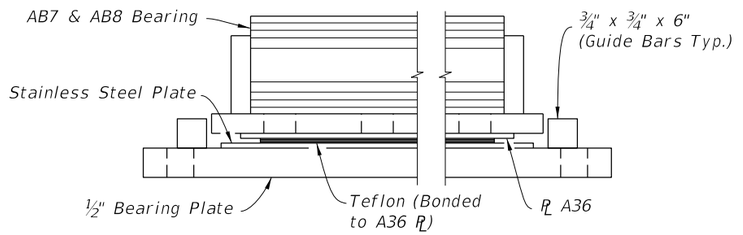


VIEW A-A

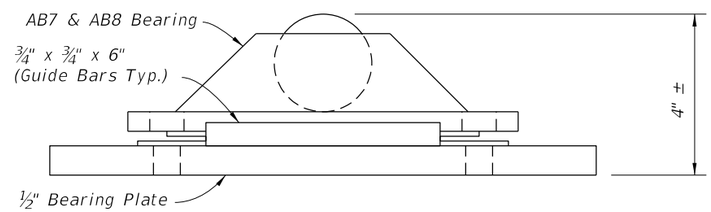
DETAILS FOR FDOT SUPPLIED FIXED BEARINGS



PLAN VIEW



VIEW B-B



VIEW A-A

DETAILS FOR FDOT SUPPLIED EXPANSION BEARINGS

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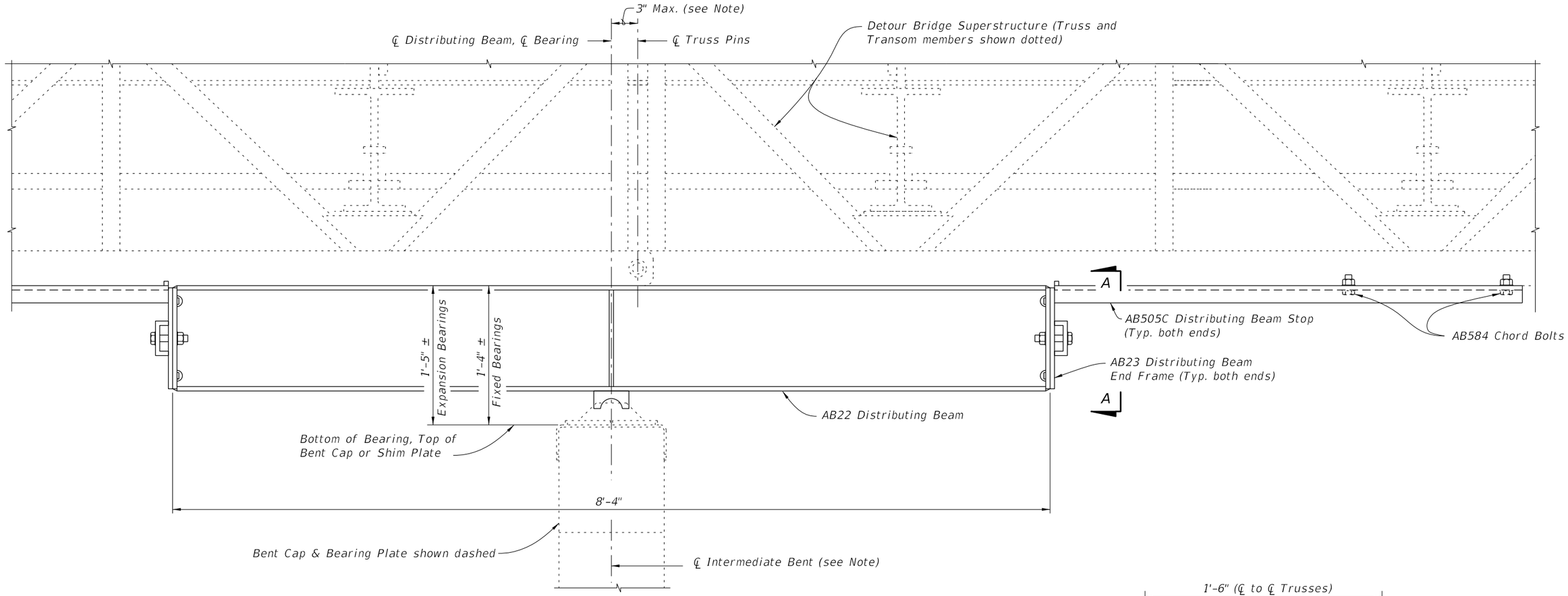
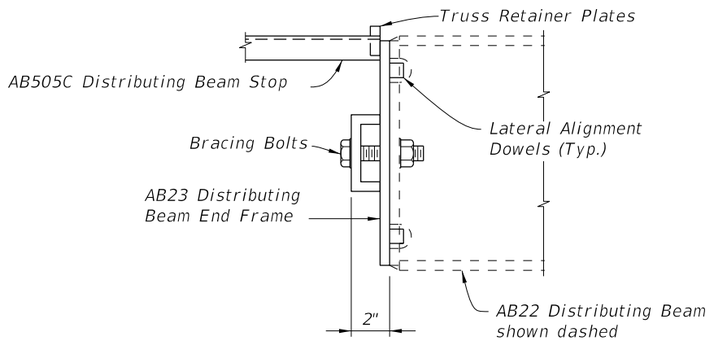
LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE GENERAL NOTES AND DETAILS	INDEX 102-200	SHEET 5 of 7

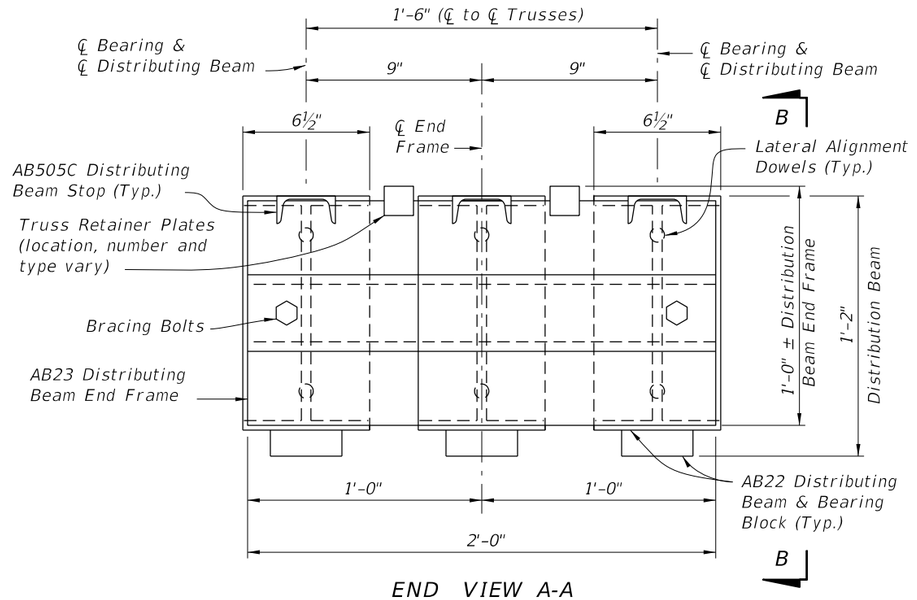


ELEVATION VIEW OF DISTRIBUTING BEAM
(FIXED BEARING SHOWN, EXPANSION BEARING SIMILAR)
(Timber Intermediate Bent shown, Steel Intermediate Bents similar)

Note:
℄ Bearing may be shifted from ℄ Truss Pins as shown, ℄ Intermediate Bent may be shifted from ℄ Bearing an additional 3" to allow for pile placement tolerances.



VIEW B-B



END VIEW A-A
DISTRIBUTING BEAM END FRAME DETAIL

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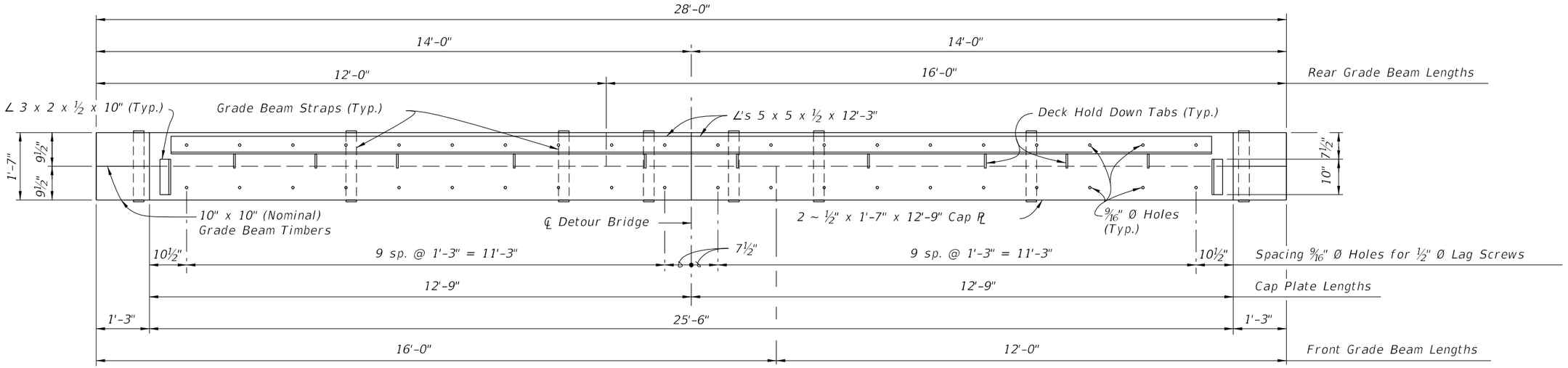
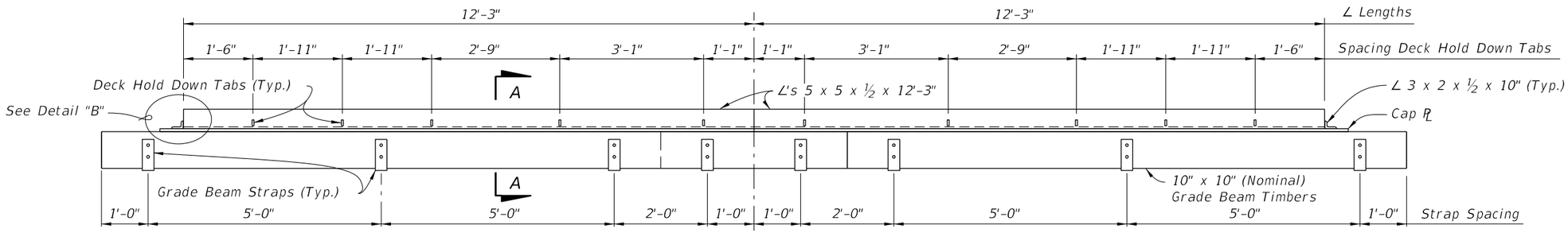
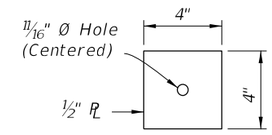
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/15			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE GENERAL NOTES AND DETAILS	102-200	6 of 7



PLAN VIEW

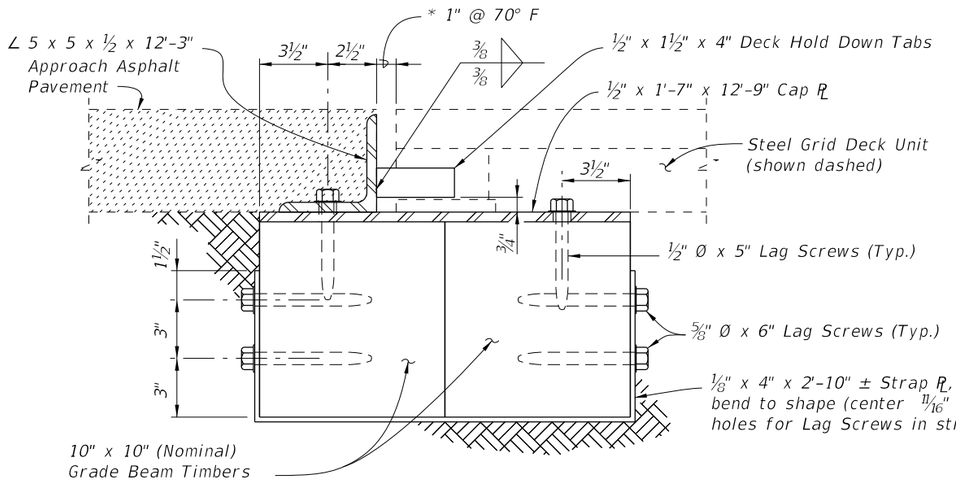




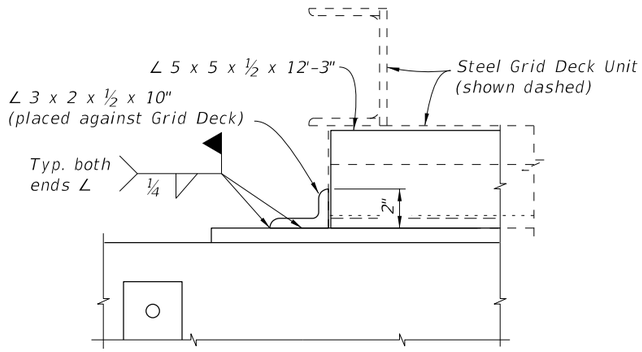
ELEVATION VIEW

ANCHOR PLATE DETAIL

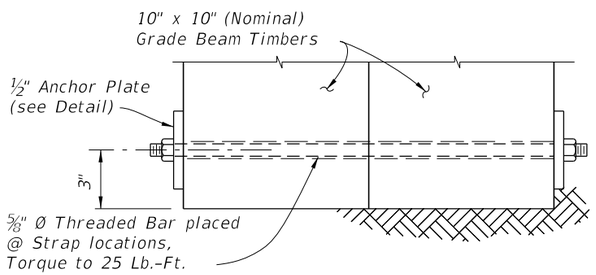
* See General Notes for setting widths other than 70° F.



SECTION A-A



DETAIL "B"



OPTIONAL THROUGH BOLT DETAIL
(MAY BE USED IN LIEU OF STRAPS)

GRADE BEAM DETAILS

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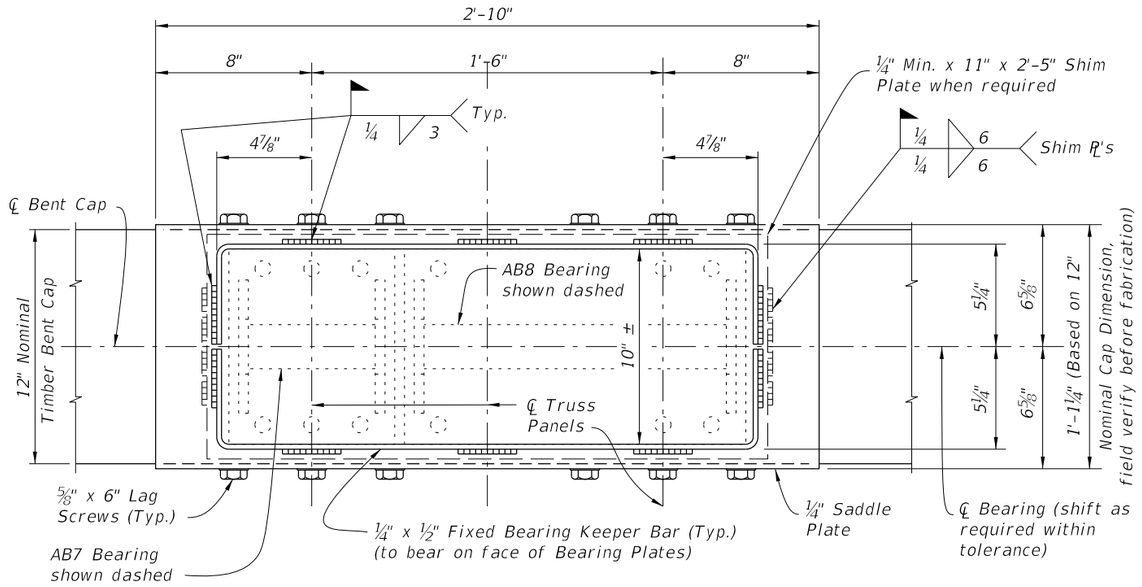
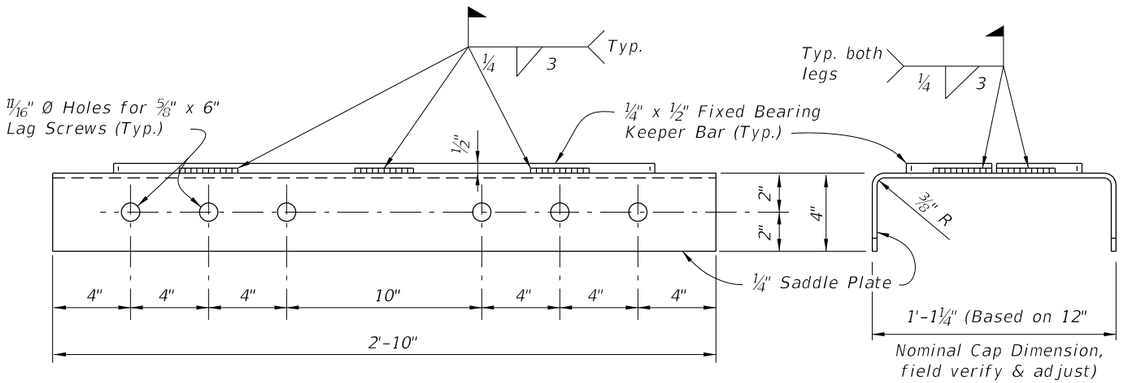
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/06			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE GENERAL NOTES AND DETAILS	102-200	7 of 7

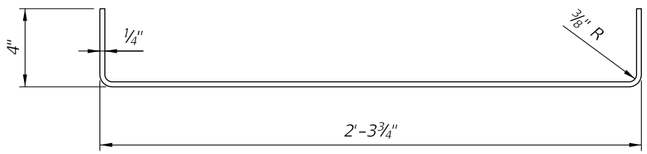


PLAN VIEW



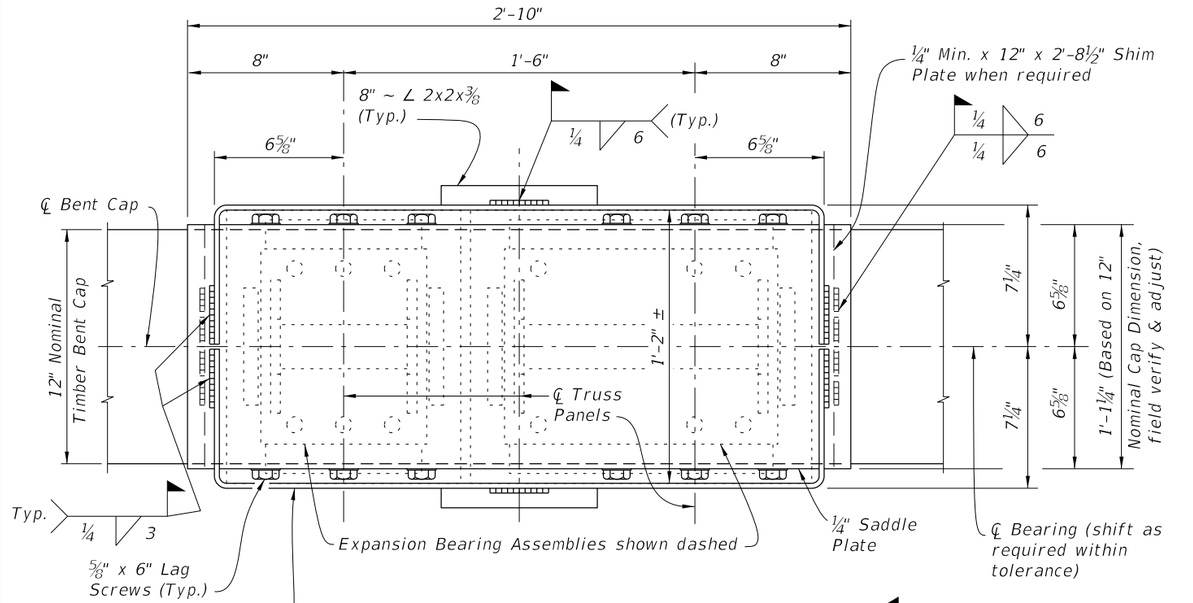
ELEVATION VIEW OF SADDLE PLATE

END VIEW

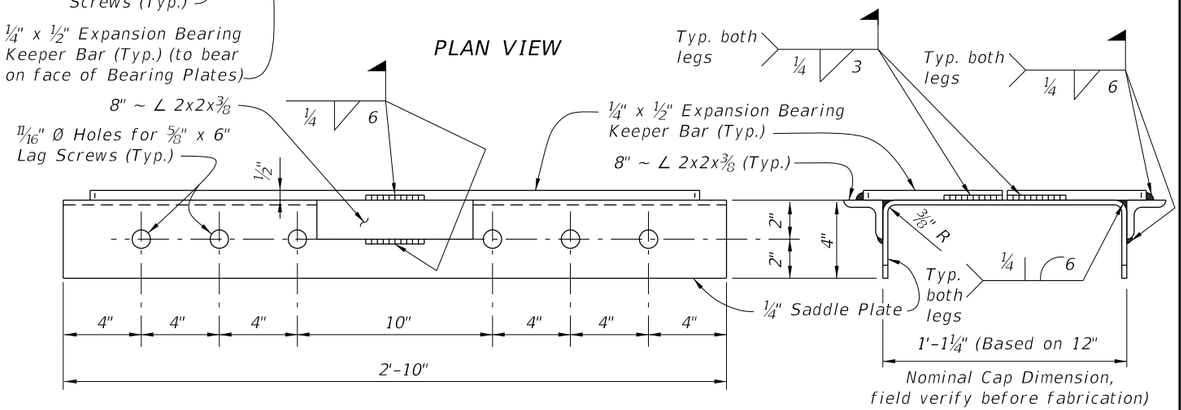


FIXED BEARING KEEPER BAR DETAIL

FIXED BEARING DETAILS

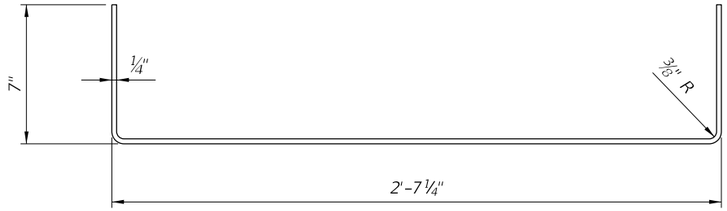


PLAN VIEW



ELEVATION VIEW OF SADDLE PLATE

END VIEW



EXPANSION BEARING KEEPER BAR DETAIL

EXPANSION BEARING DETAILS

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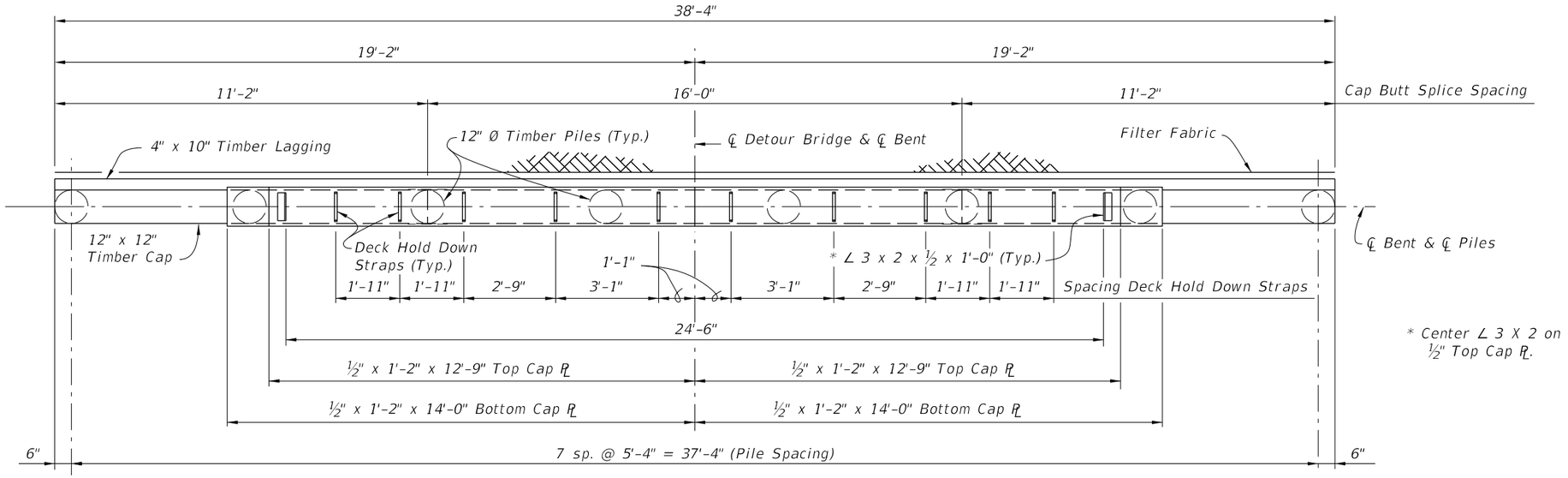
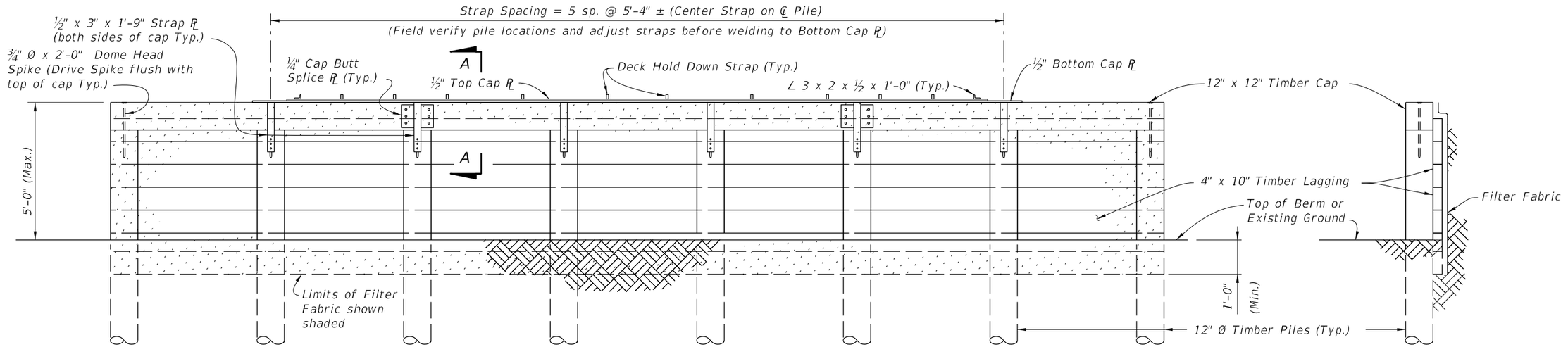
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/16			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE TIMBER PILE FOUNDATIONS	102-210	1 of 3



PLAN VIEW



ELEVATION VIEW

END VIEW

BACKWALL BENT DETAILS

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/06			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE TIMBER PILE FOUNDATIONS	102-210	2 of 3

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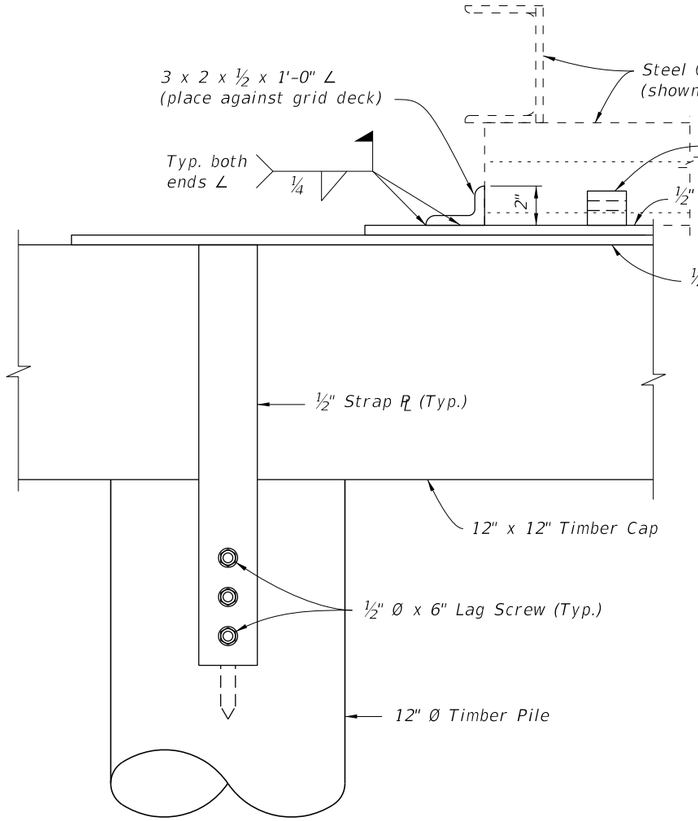
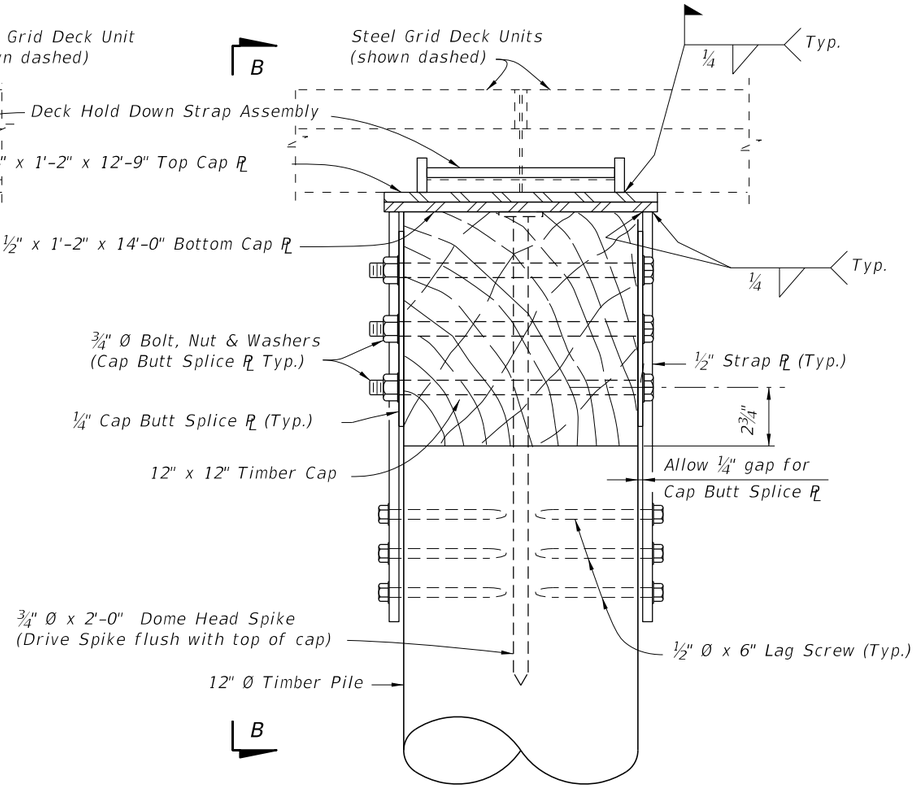
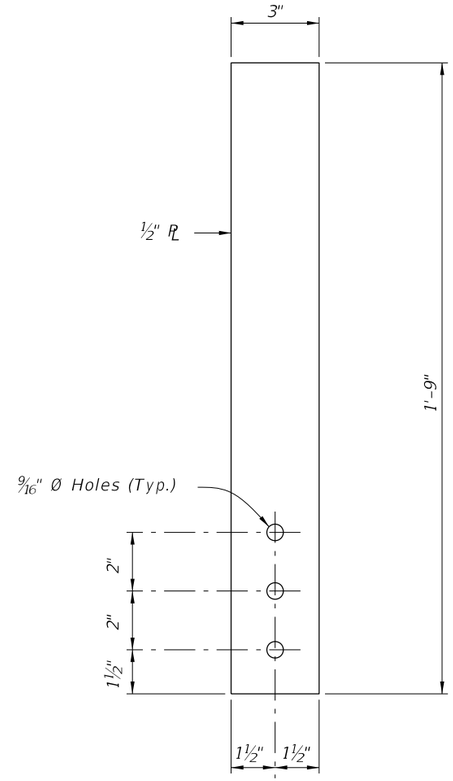


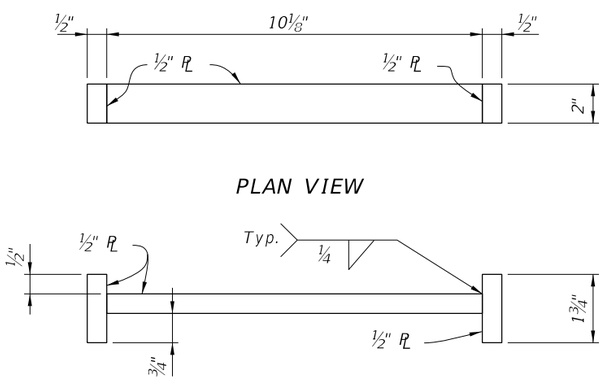
VIEW B-B
(SHOWING END OF CAP PLATES)



SECTION A-A



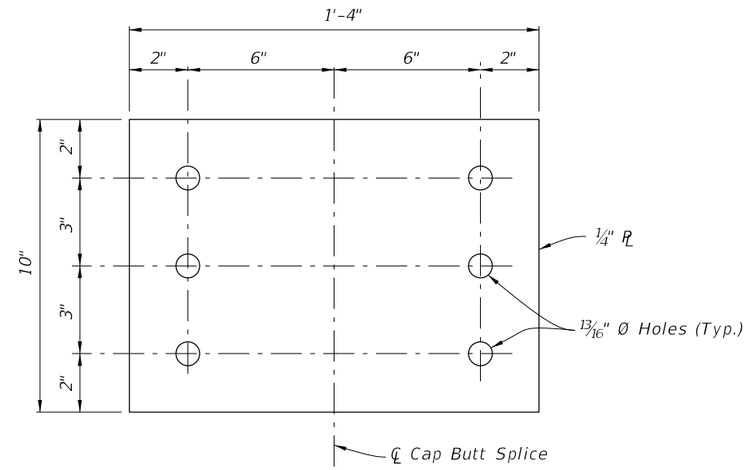
STRAP PLATE DETAIL



PLAN VIEW

ELEVATION VIEW

HOLD DOWN STRAP ASSEMBLY DETAIL



CAP BUTT SPLICE PLATE DETAIL

BACKWALL BENT DETAILS

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/06			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE TIMBER PILE FOUNDATIONS	102-210	3 of 3

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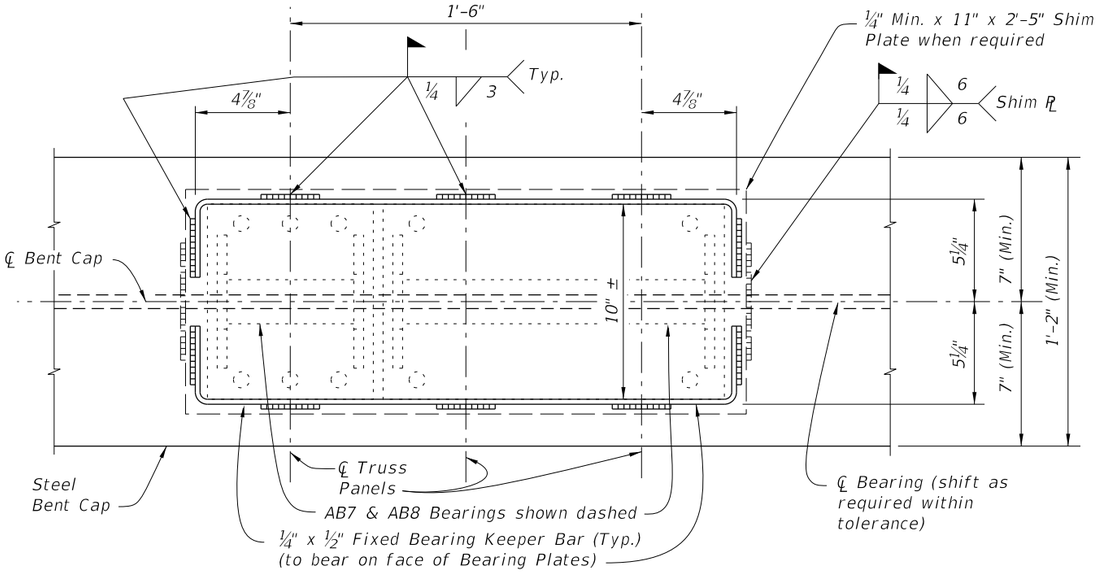
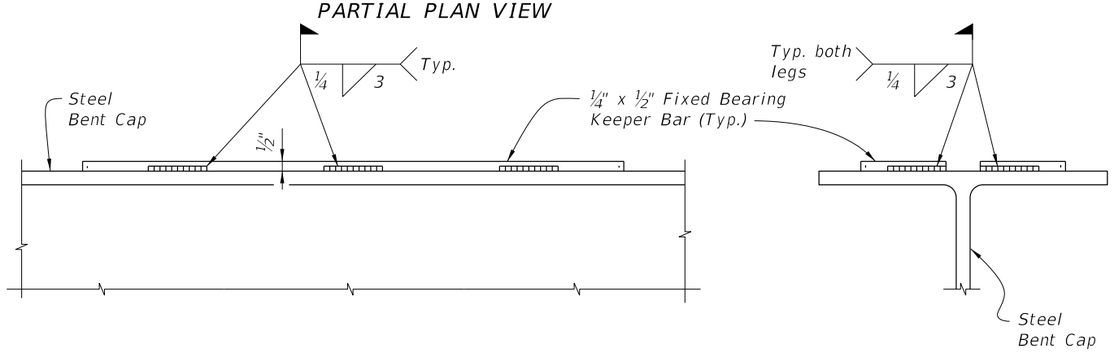
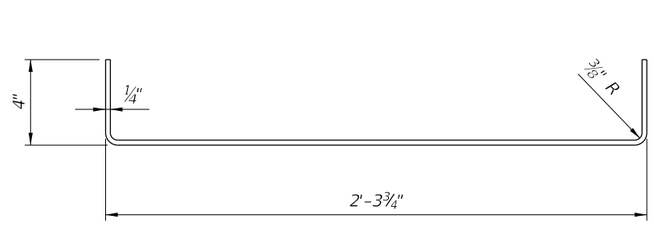


PARTIAL PLAN VIEW



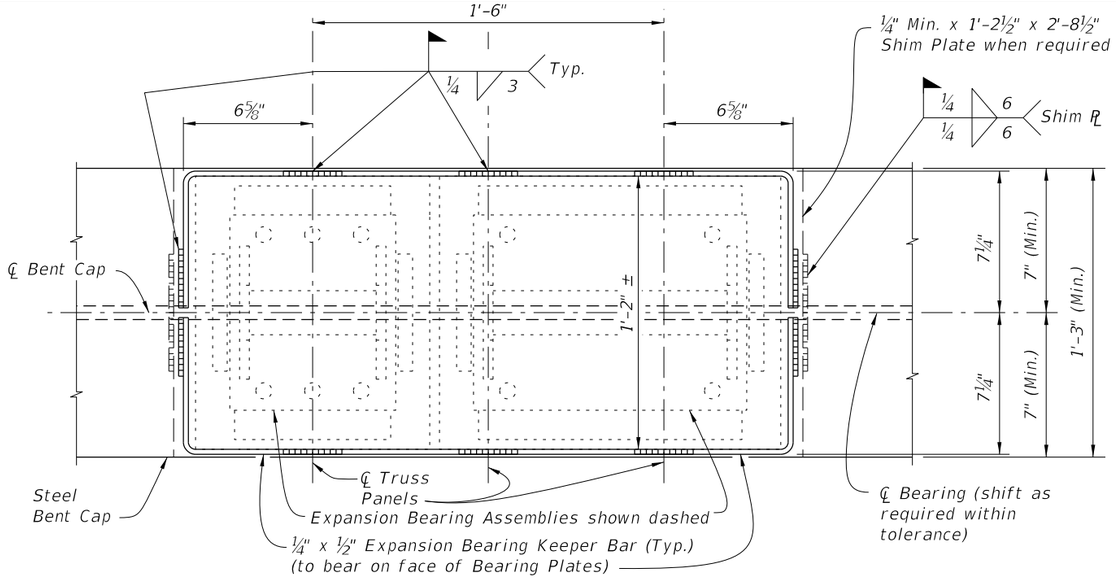
PARTIAL ELEVATION VIEW

END VIEW

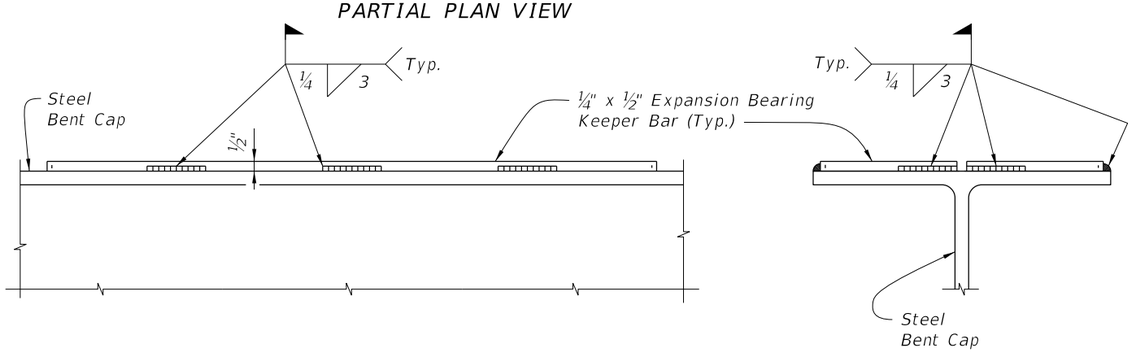


FIXED BEARING KEEPER BAR DETAIL

FIXED BEARING DETAILS

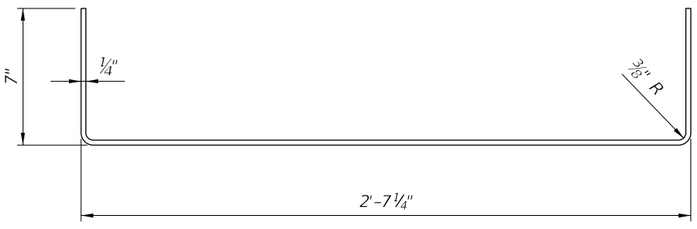


PARTIAL PLAN VIEW



PARTIAL ELEVATION VIEW

END VIEW

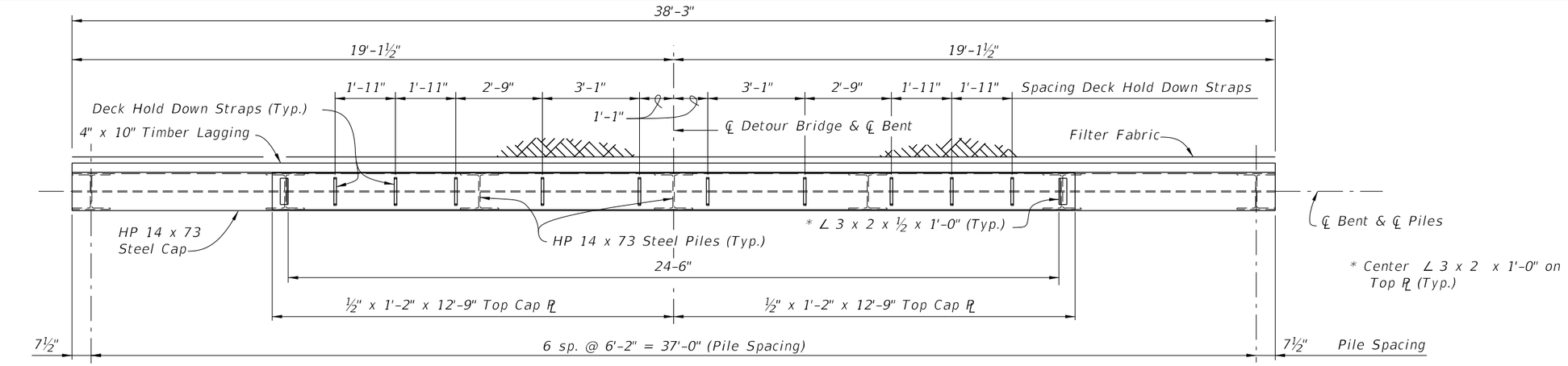


EXPANSION BEARING KEEPER BAR DETAIL

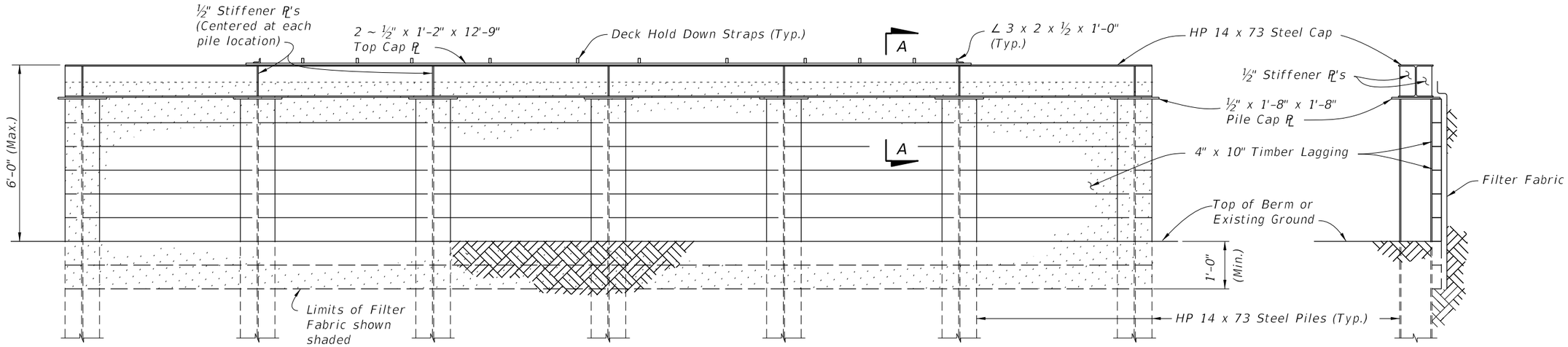
EXPANSION BEARING DETAILS

11/18/2019 4:05:09 PM

LAST REVISION	REVISION	DESCRIPTION:				
01/01/16			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE DETAILS STEEL H PILE FOUNDATIONS	INDEX 102-220	SHEET 1 of 2

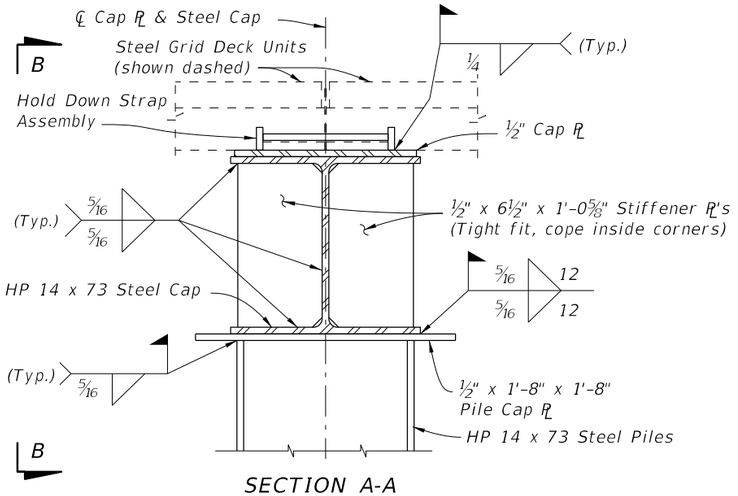


PLAN VIEW

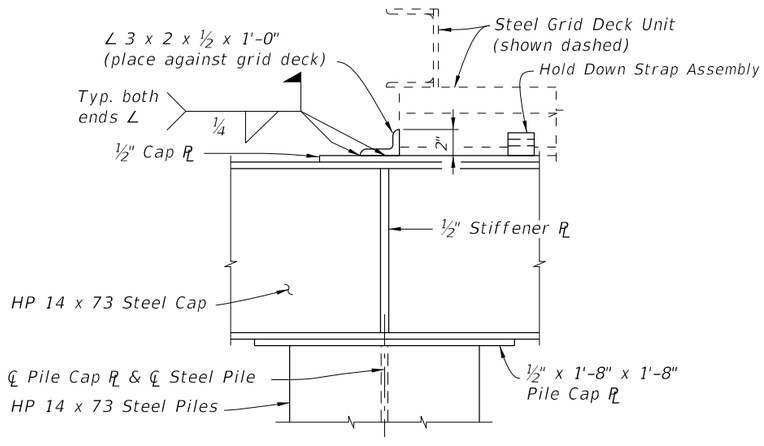


ELEVATION VIEW

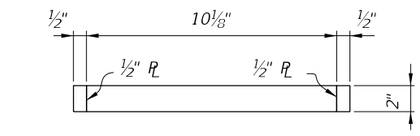
END VIEW



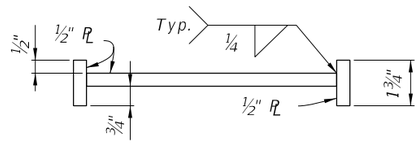
SECTION A-A
(LAGGING NOT SHOWN FOR CLARITY)



VIEW B-B



PLAN VIEW

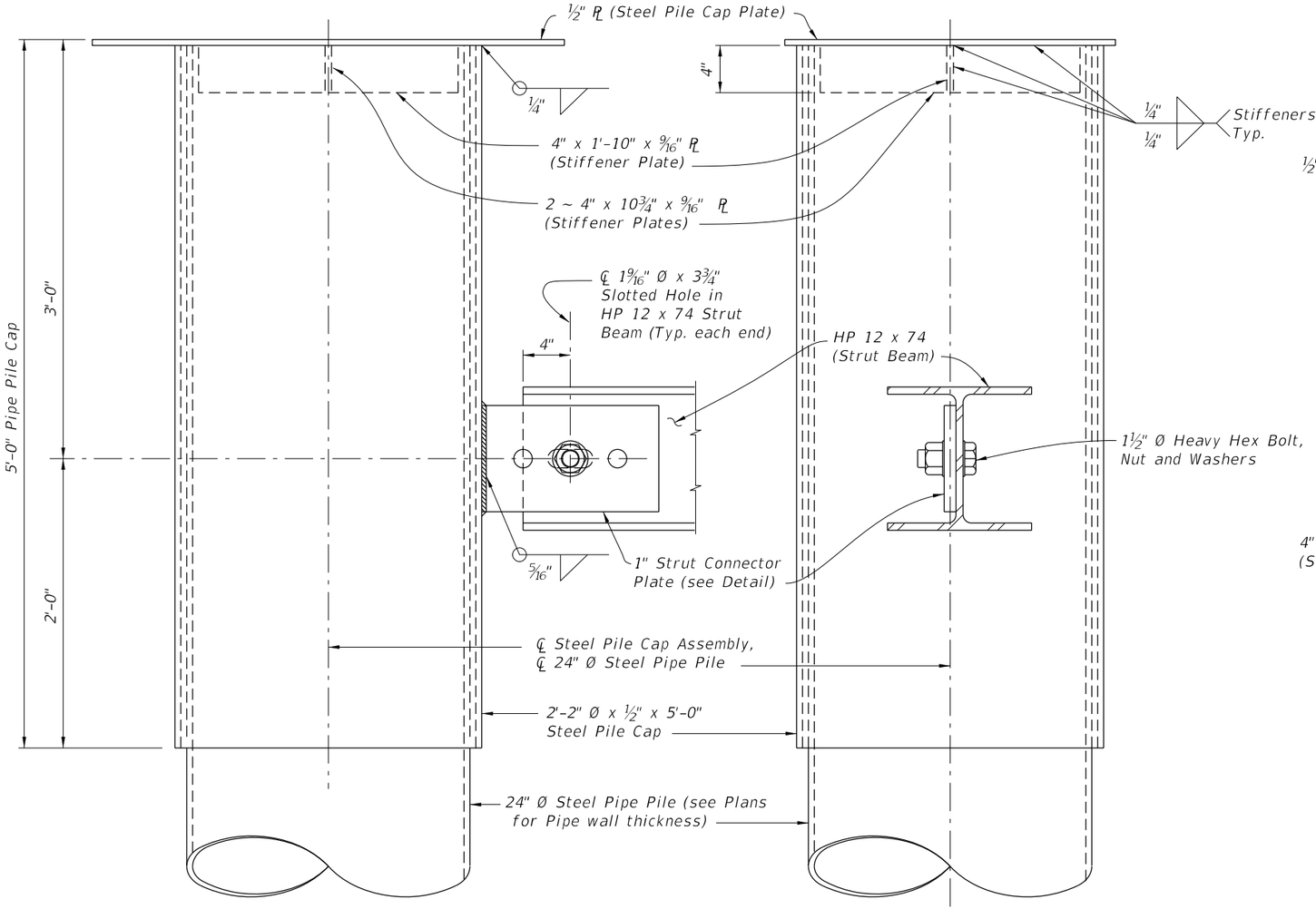


ELEVATION VIEW
HOLD DOWN STRAP ASSEMBLY DETAIL

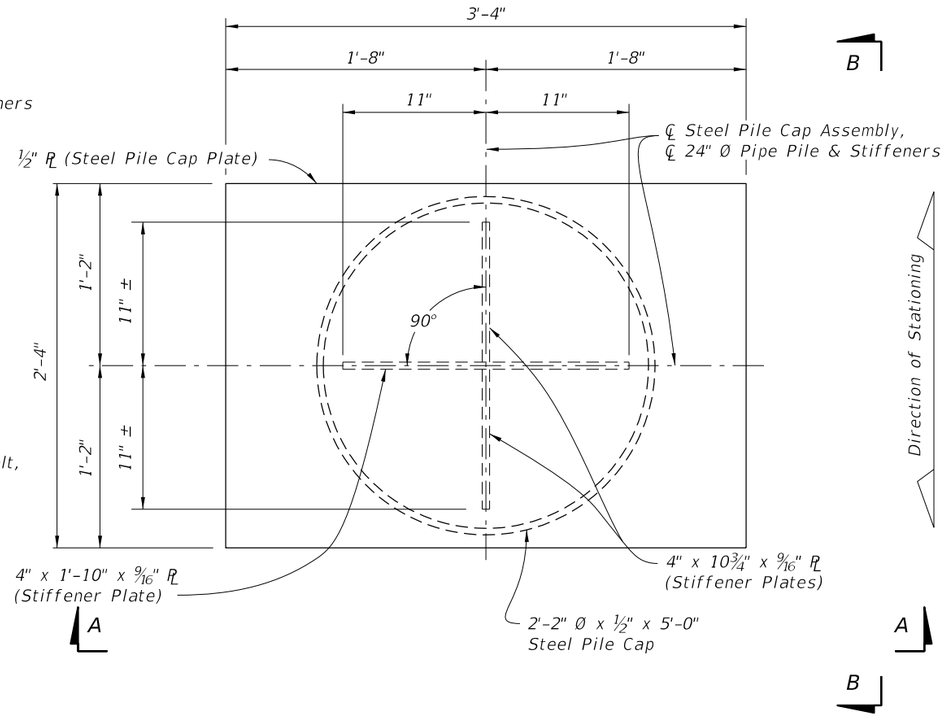
BACKWALL BENT DETAILS

11/18/2019 4:05:10 PM

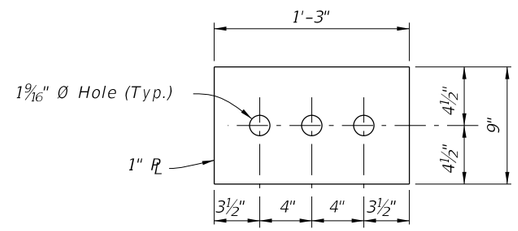
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/06			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE DETAILS STEEL H PILE FOUNDATIONS	102-220	2 of 2



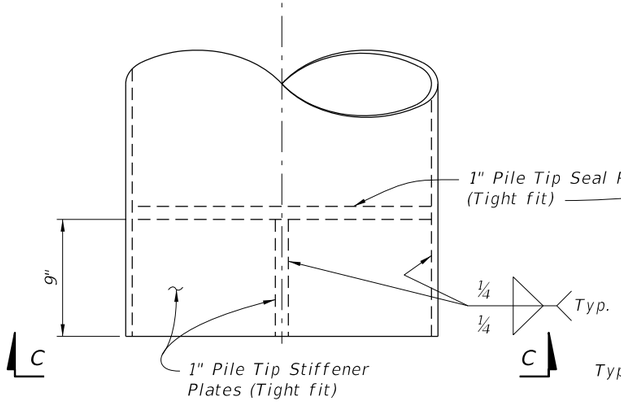
PARTIAL VIEW A-A



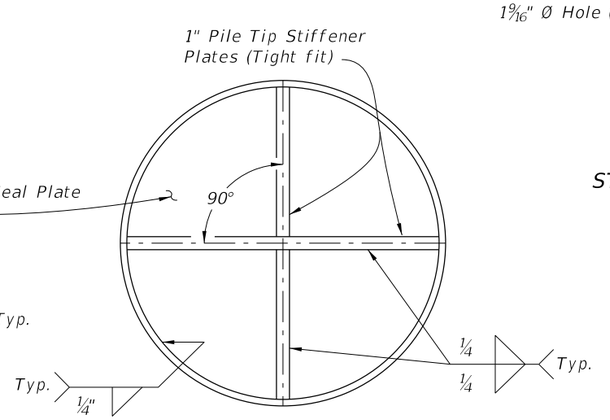
PLAN VIEW STEEL PILE CAP ASSEMBLY
(Bearing Plates and Bearing Keeper Bars not show for clarity)



STRUT CONNECTOR PLATE DETAIL



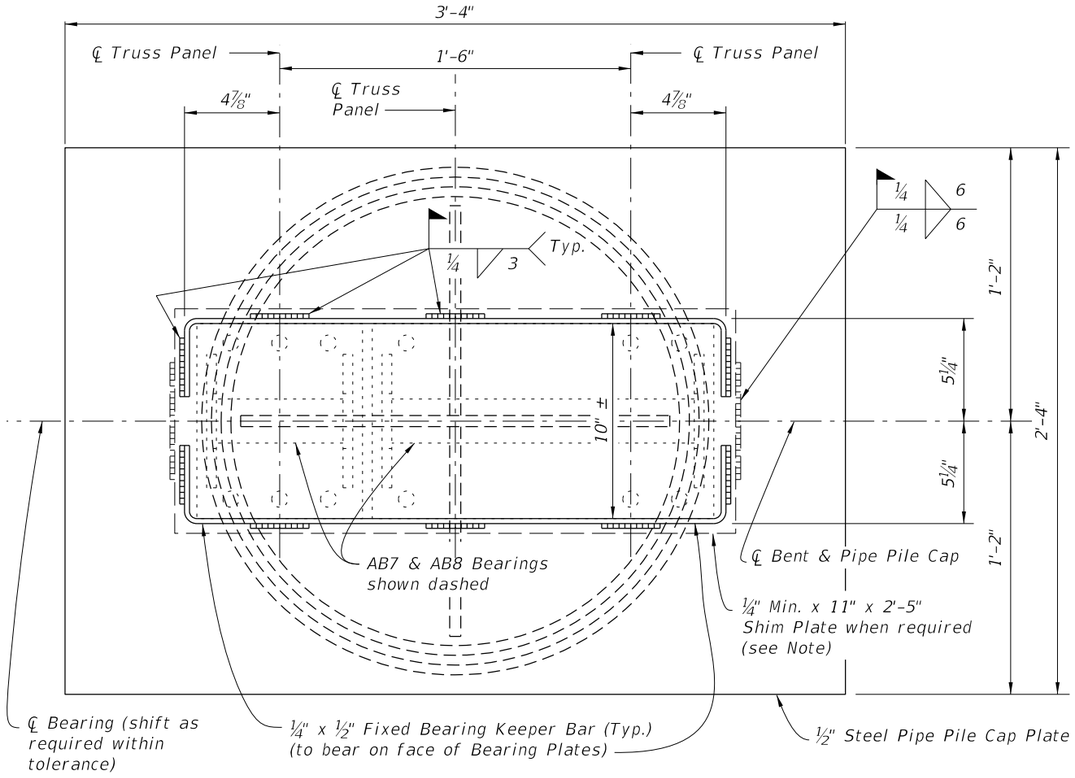
VIEW B-B



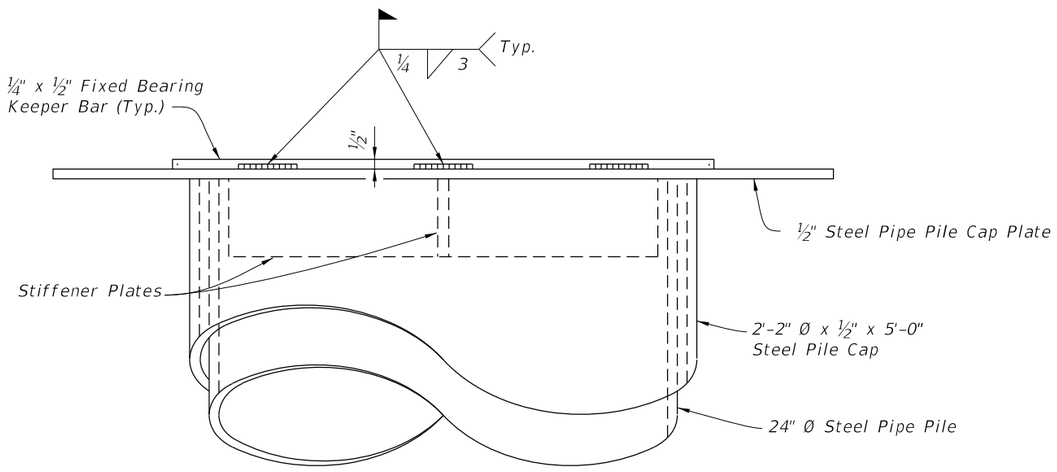
VIEW C-C
PILE TIP DETAIL

11/18/2019 4:05:11 PM

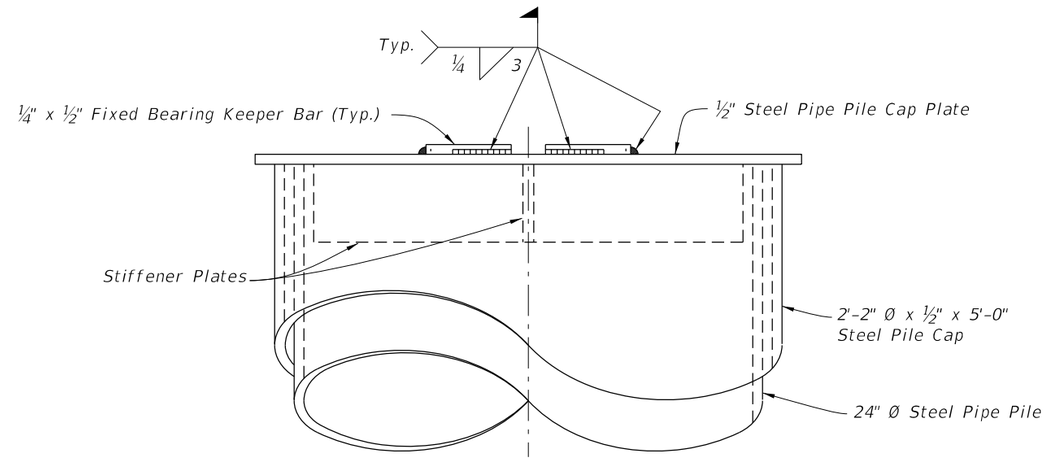
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/15			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE DETAILS STEEL PIPE PILE FOUNDATIONS	102-230	1 of 3



PARTIAL PLAN VIEW

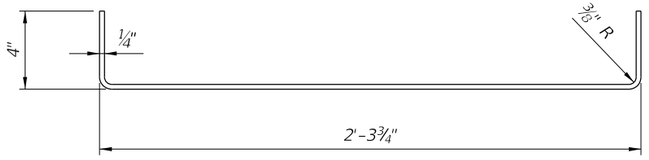


PARTIAL ELEVATION VIEW



END VIEW

Note:
Use Shim Plates as required to provide equal bearing seat elevations across the bent. Vary thickness of Shim Plate across the pile cap plate to provide a level bearing area in the transverse direction.

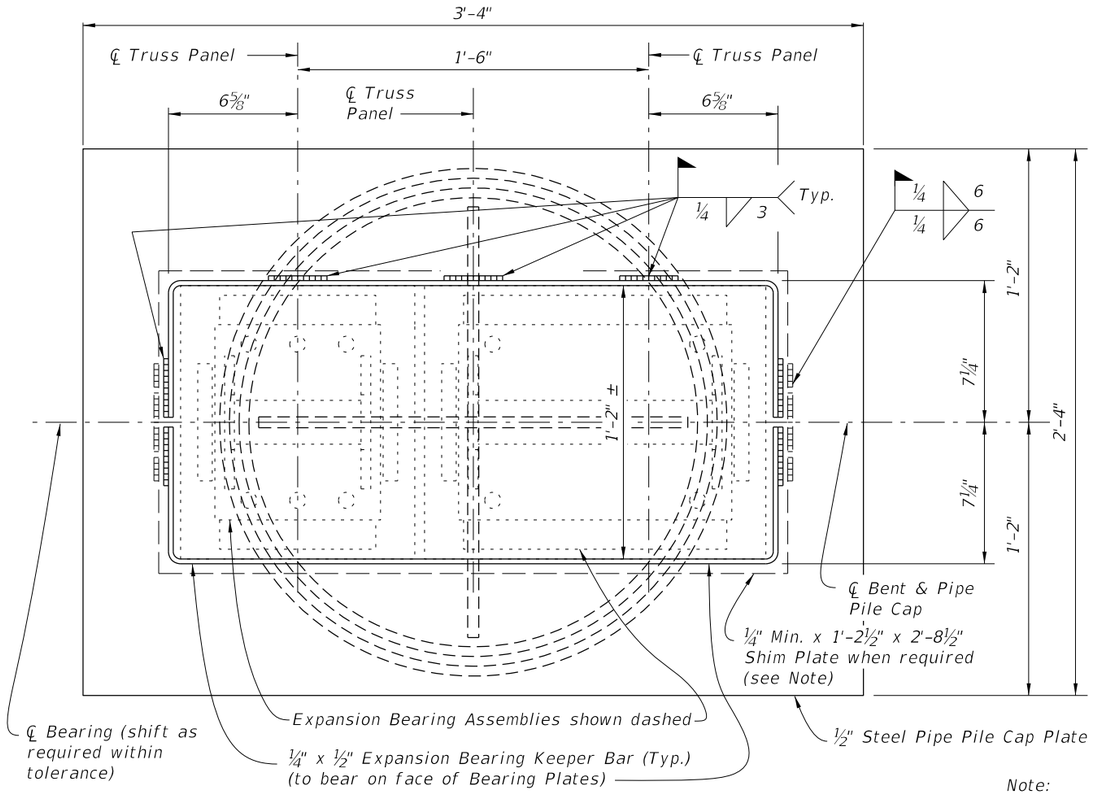


FIXED BEARING KEEPER BAR DETAIL

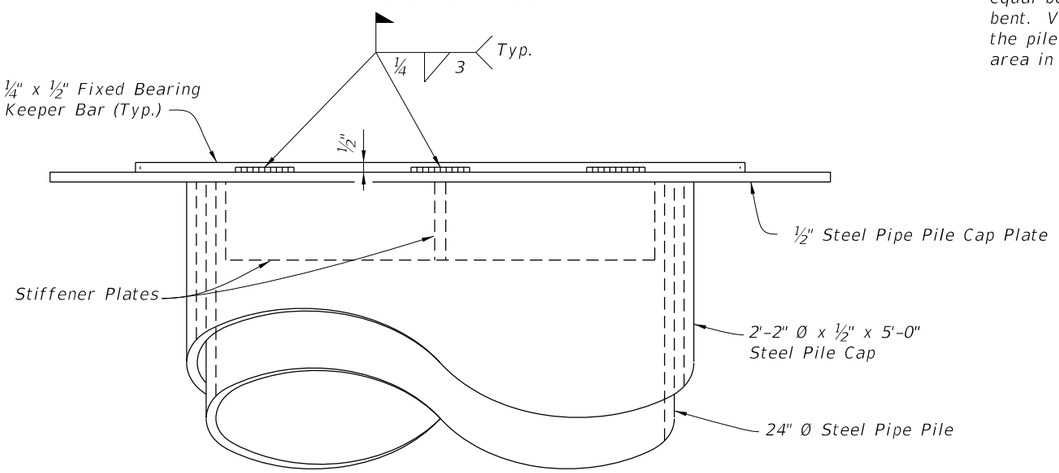
FIXED BEARING DETAILS

11/18/2019 4:05:12 PM

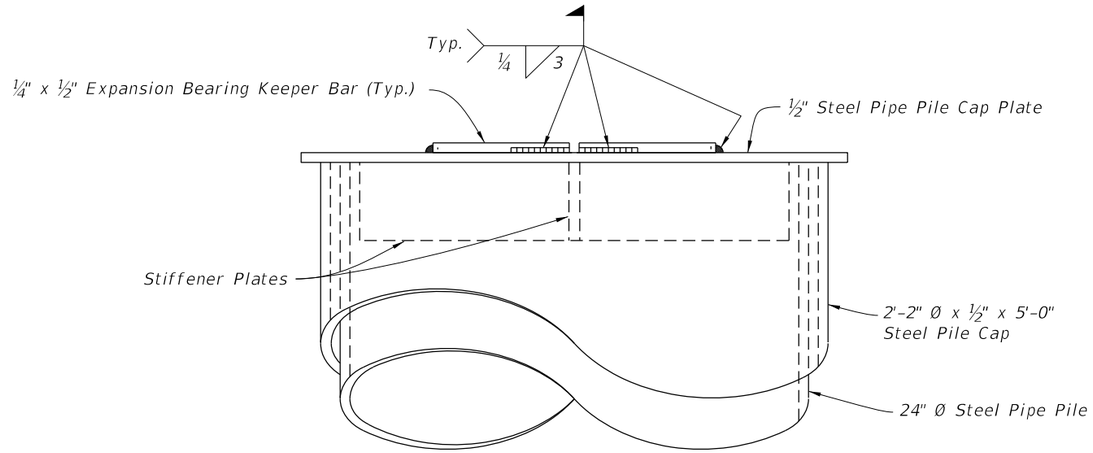
LAST REVISION	REVISION	DESCRIPTION:				
01/01/16			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE DETAILS STEEL PIPE PILE FOUNDATIONS	INDEX 102-230	SHEET 2 of 3



PARTIAL PLAN VIEW

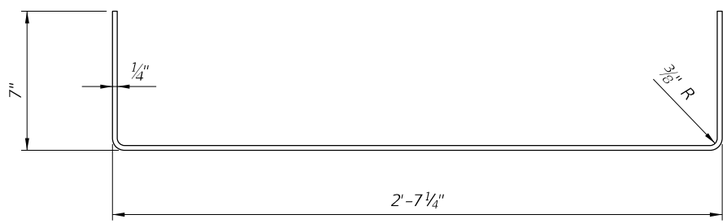


PARTIAL ELEVATION VIEW



END VIEW

Note:
Use Shim Plates as required to provide equal bearing seat elevations across the bent. Vary thickness of Shim Plate across the pile cap plate to provide a level bearing area in the transverse direction.

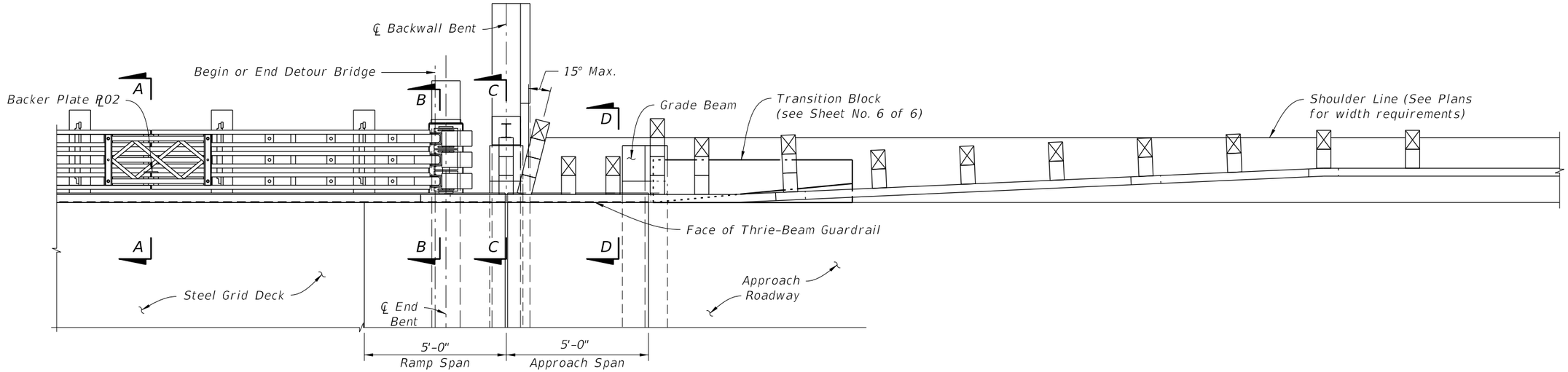


EXPANSION BEARING KEEPER BAR DETAIL

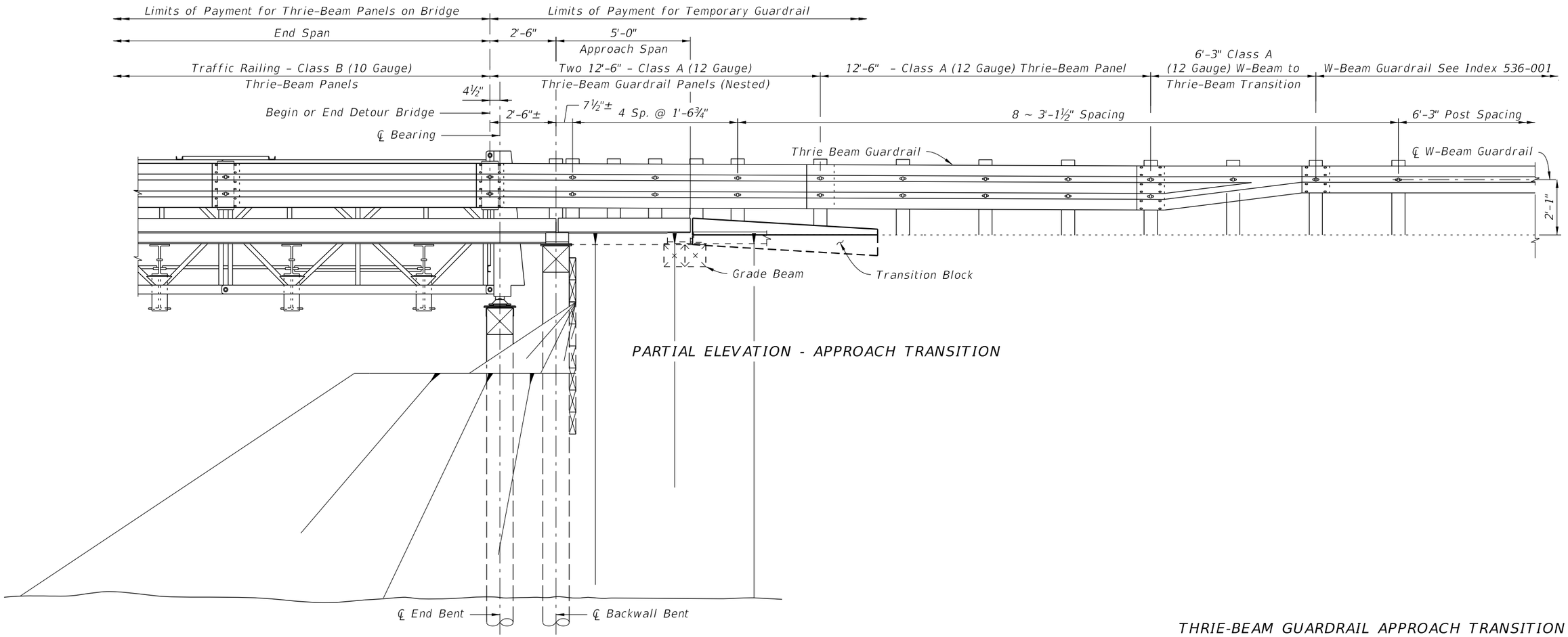
ABUTMENT AND INTERMEDIATE EXPANSION BEARING DETAILS

11/18/2019 4:05:13 PM

LAST REVISION	REVISION	DESCRIPTION:				
01/01/16			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE DETAILS STEEL PIPE PILE FOUNDATIONS	INDEX 102-230	SHEET 3 of 3



PARTIAL PLAN - APPROACH TRANSITION

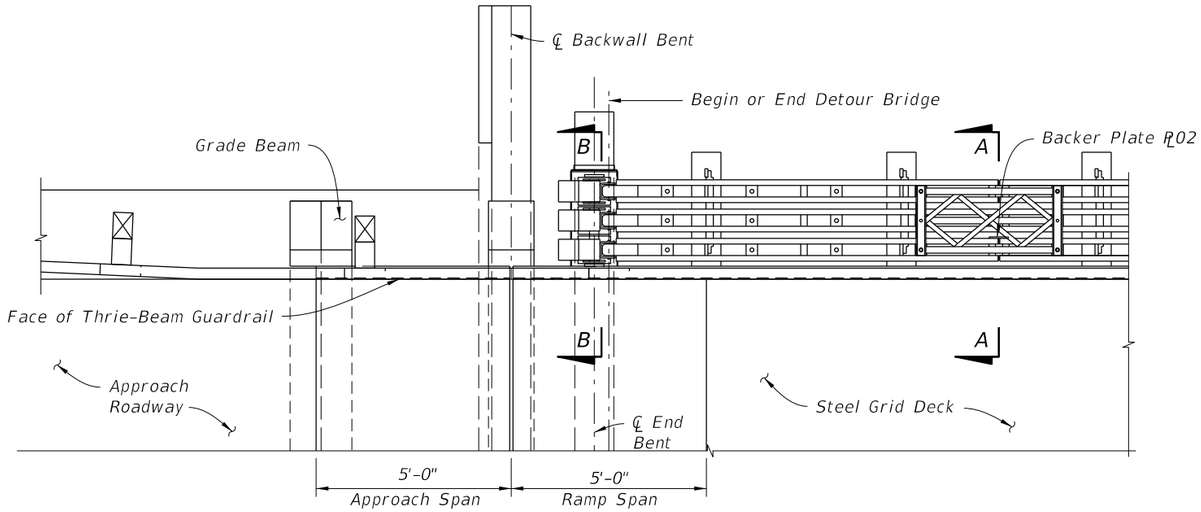


PARTIAL ELEVATION - APPROACH TRANSITION

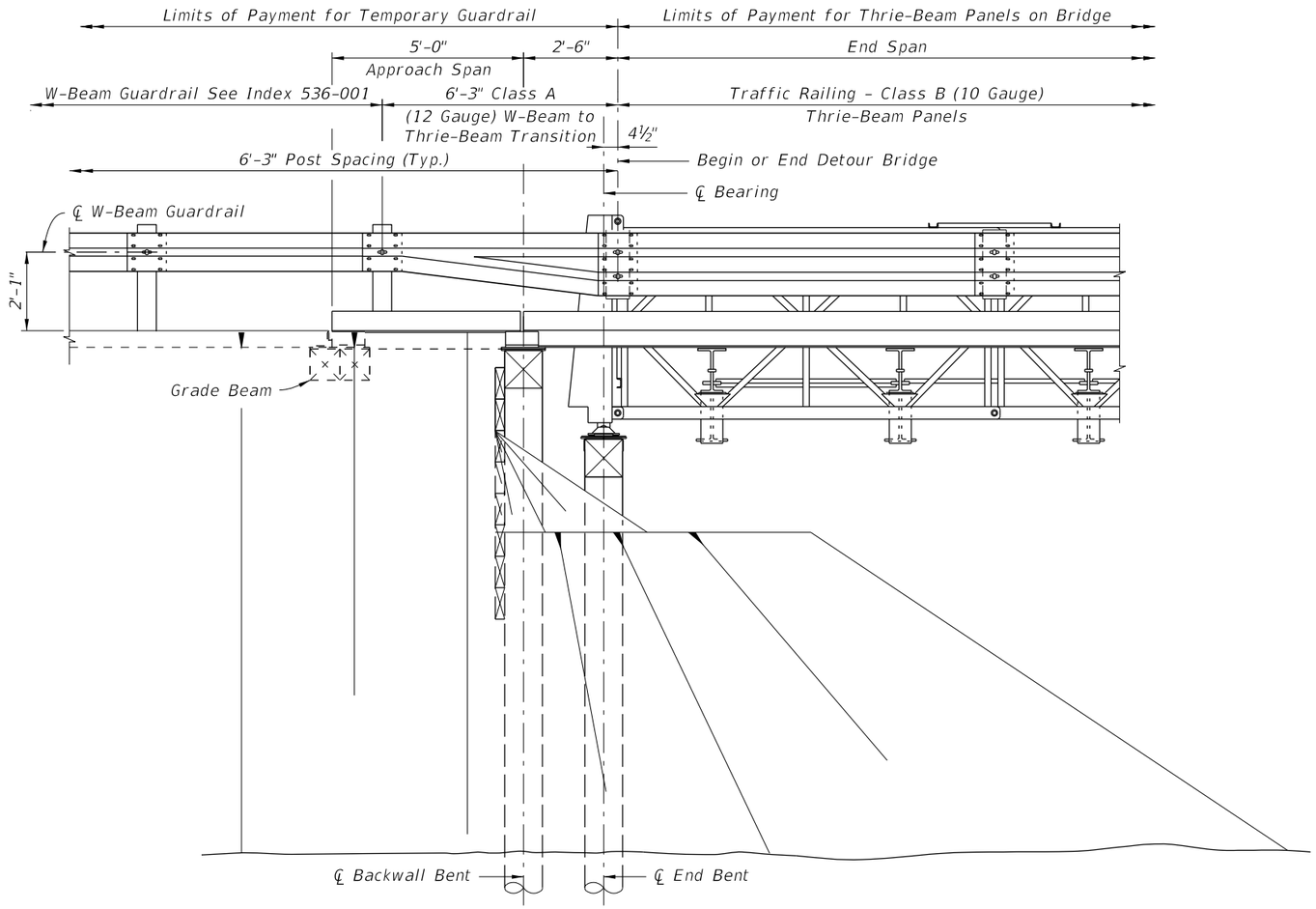
THRIE-BEAM GUARDRAIL APPROACH TRANSITION

11/18/2019 4:05:14 PM

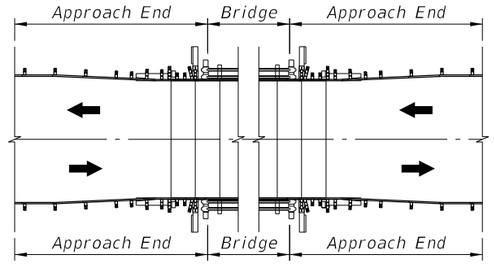
LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE THRIE-BEAM GUARDRAIL	INDEX 102-240	SHEET 1 of 6



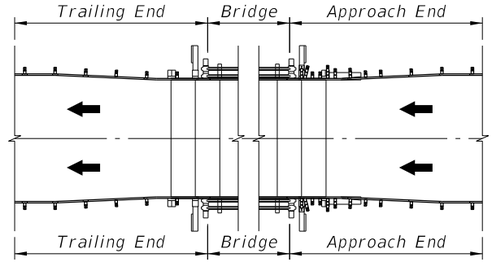
PARTIAL PLAN - TRAILING END



PARTIAL ELEVATION - TRAILING END



TWO-WAY TRAFFIC



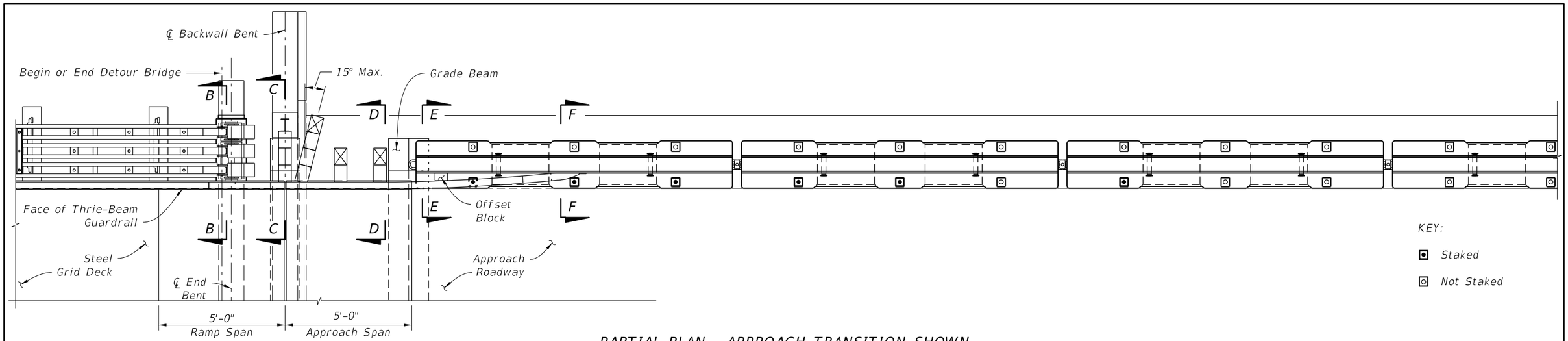
ONE-WAY TRAFFIC

END TRANSITION APPLICATION DETAILS

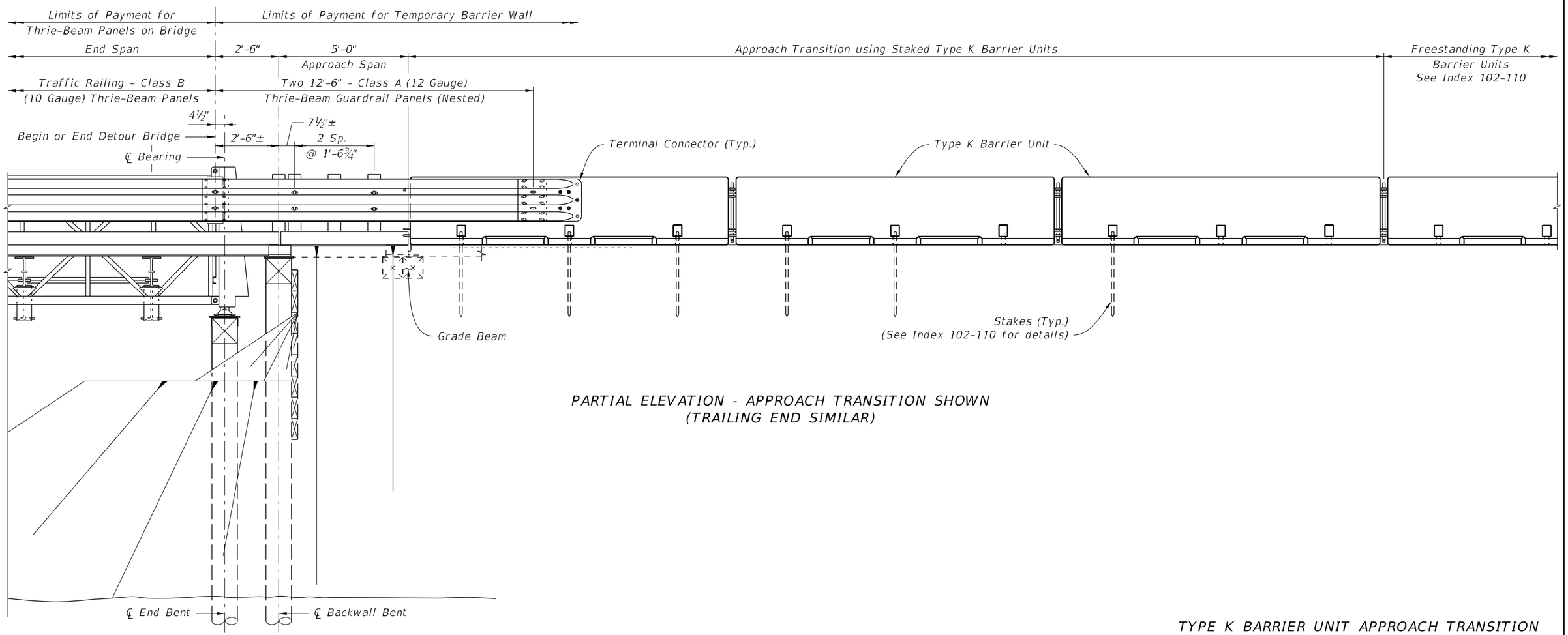
THRIE-BEAM GUARDRAIL TRAILING END TRANSITION

11/18/2019 4:05:15 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE THRIE-BEAM GUARDRAIL	INDEX	SHEET
07/01/15						102-240	2 of 6



PARTIAL PLAN - APPROACH TRANSITION SHOWN
(TRAILING END SIMILAR)

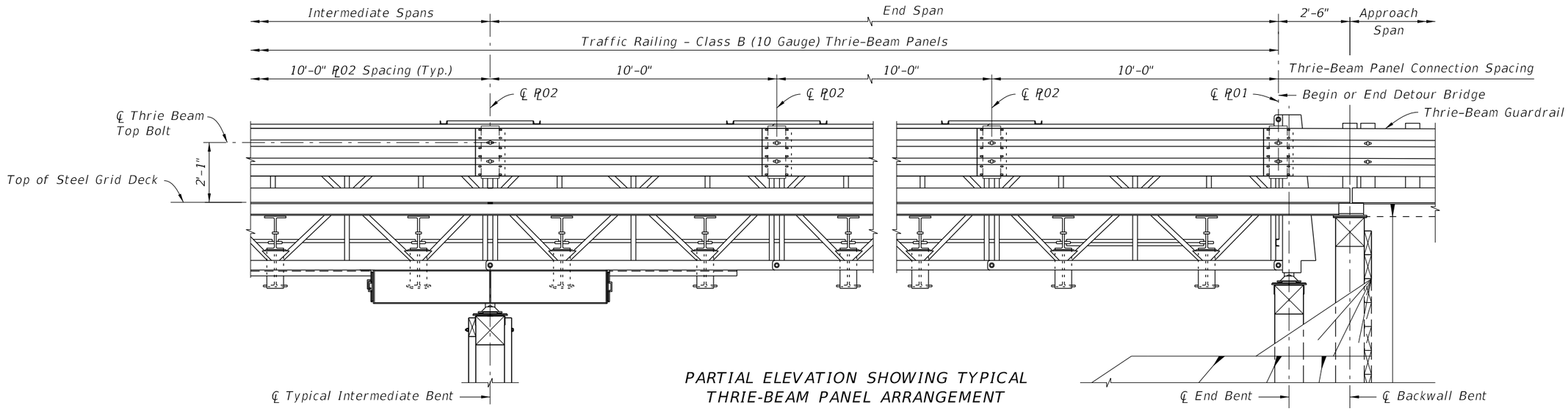


PARTIAL ELEVATION - APPROACH TRANSITION SHOWN
(TRAILING END SIMILAR)

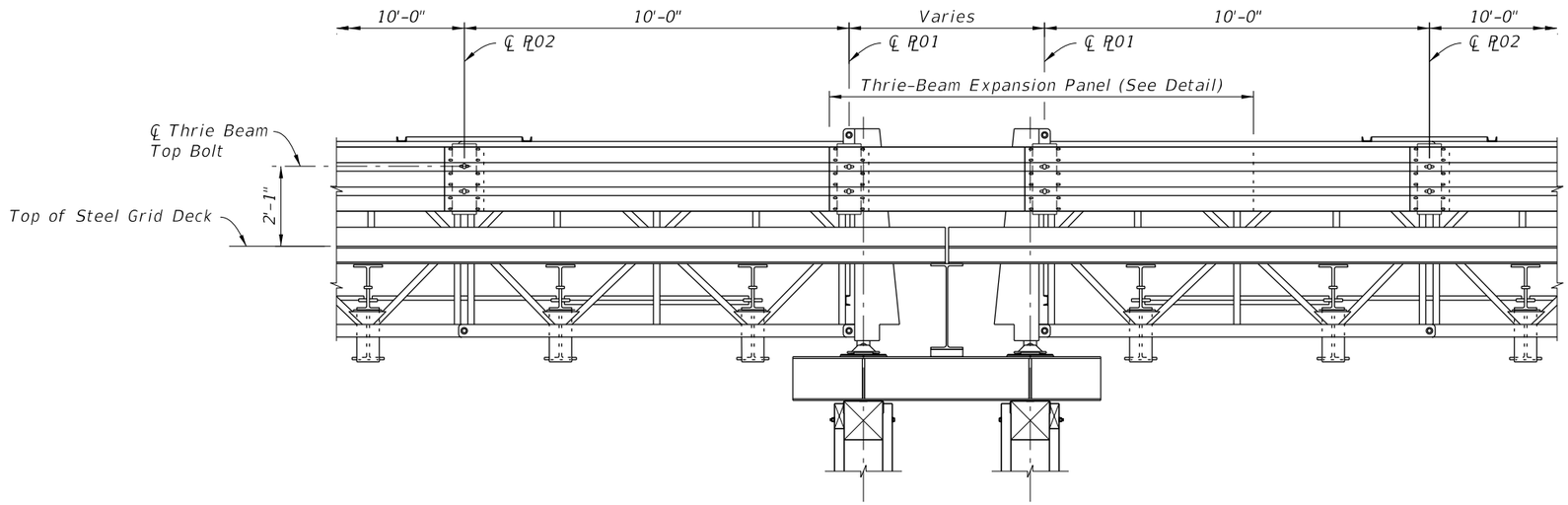
TYPE K BARRIER UNIT APPROACH TRANSITION

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/15			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE THRIE-BEAM GUARDRAIL	102-240	3 of 6

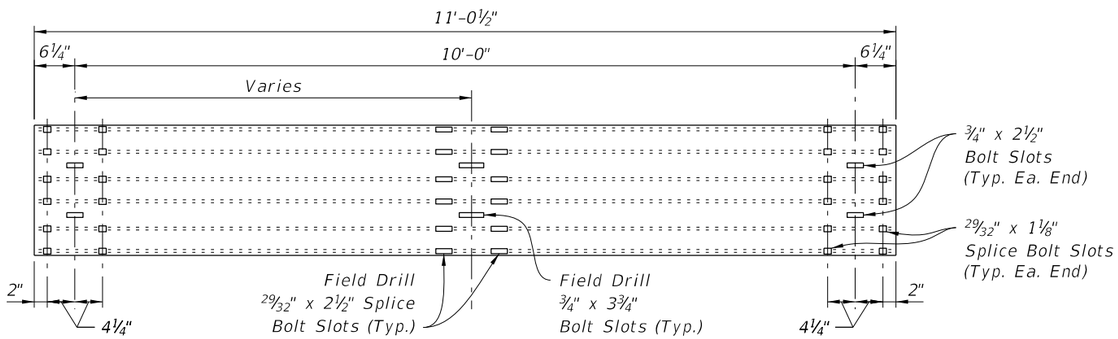
11/18/2019 4:05:16 PM



PARTIAL ELEVATION SHOWING TYPICAL THRIE-BEAM PANEL ARRANGEMENT



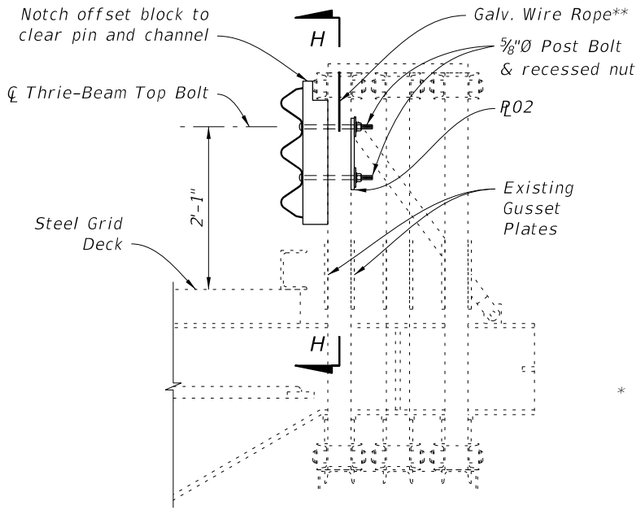
PARTIAL ELEVATION SHOWING THRIE-BEAM PANELS AT EXPANSION JOINT



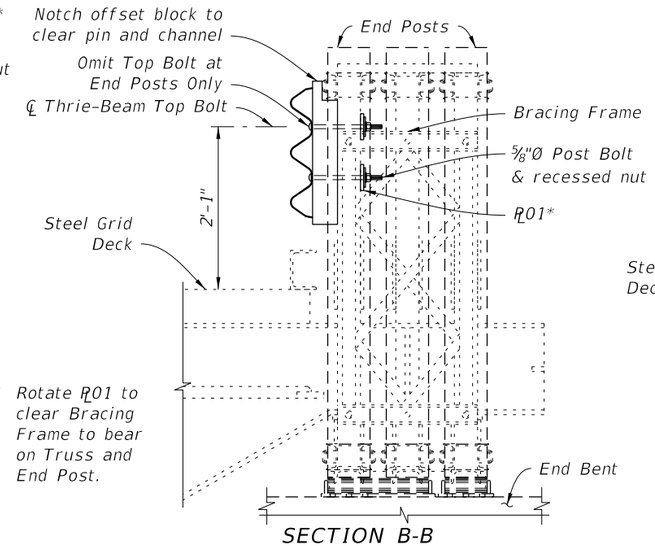
THRIE-BEAM EXPANSION PANEL DETAIL

11/18/2019 4:05:16 PM

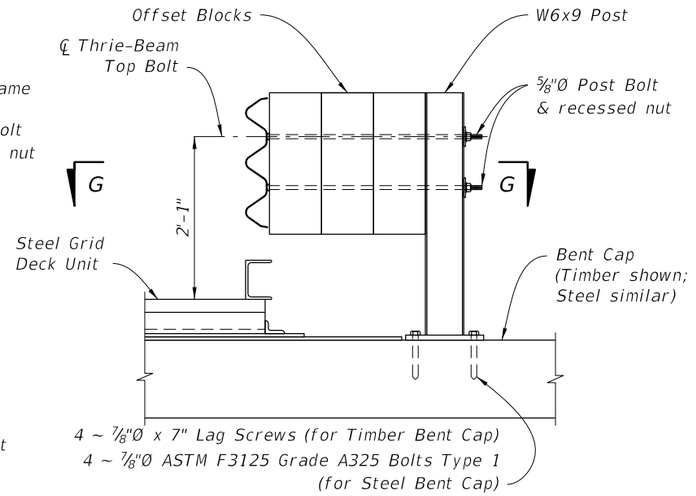
LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FDOT FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE THRIE-BEAM GUARDRAIL	INDEX 102-240	SHEET 4 of 6



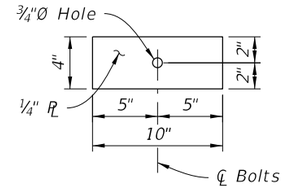
SECTION A-A



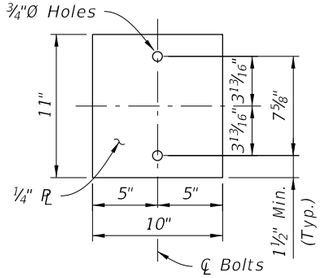
SECTION B-B



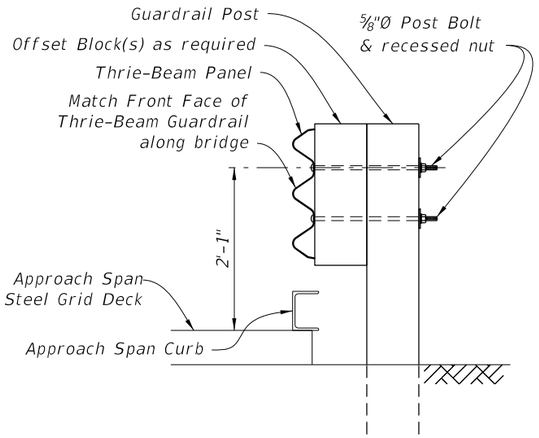
SECTION C-C



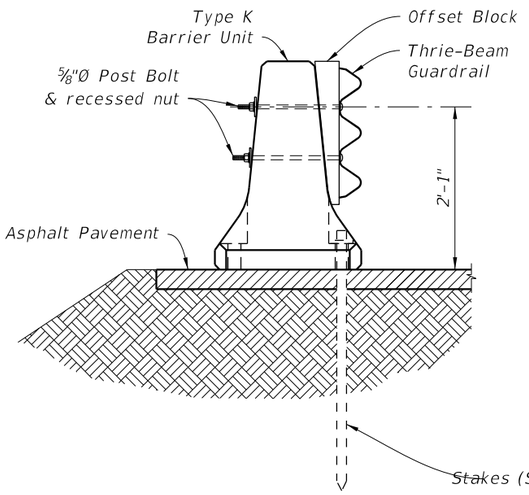
BACKER PLATE PL01 DETAIL



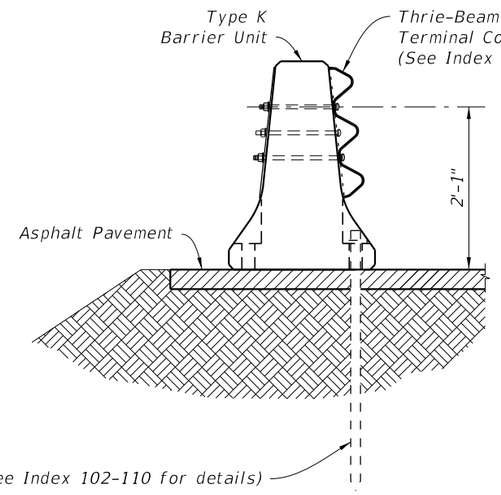
BACKER PLATE PL02 DETAIL



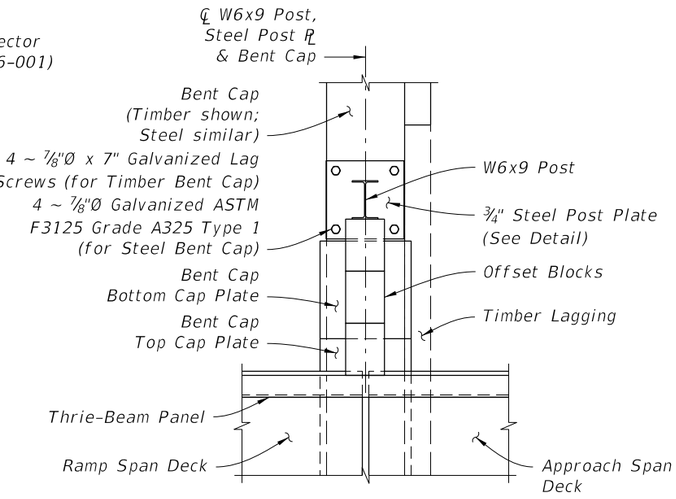
SECTION D-D



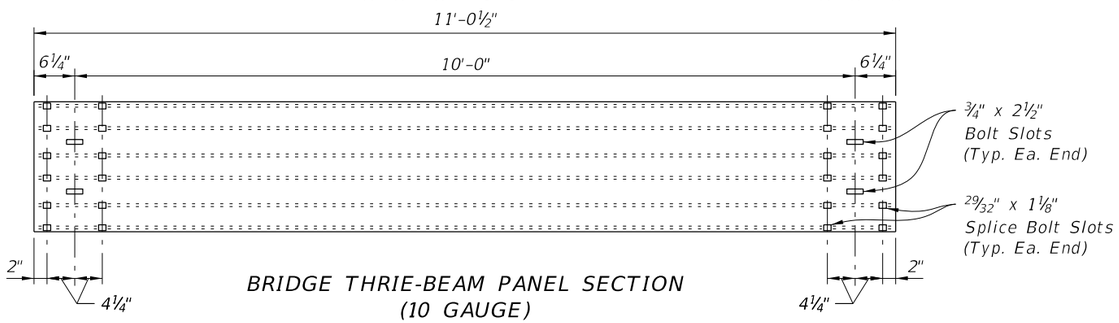
SECTION E-E



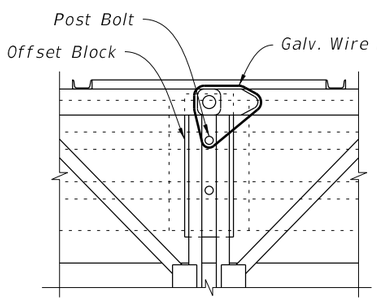
SECTION F-F



VIEW G-G
(Adjacent Post and Offset Blocks not shown for clarity)

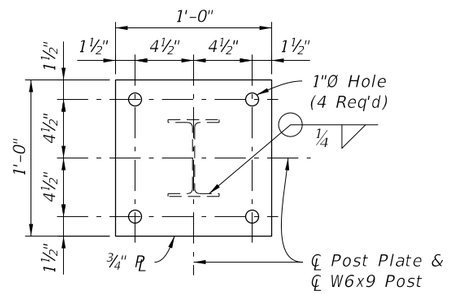


BRIDGE THRIE-BEAM PANEL SECTION
(10 GAUGE)



SECTION H-H

** As directed by the Engineer in order to limit vibration induced vertical displacement of the Thrie-Beam Panels, provide Contractor supplied, one time use, commercially available 3/16"Ø (Min.) Galvanized Wire Rope w/ Ferrules (or other approved wire type) positioned and tensioned as required to secure the Panels.

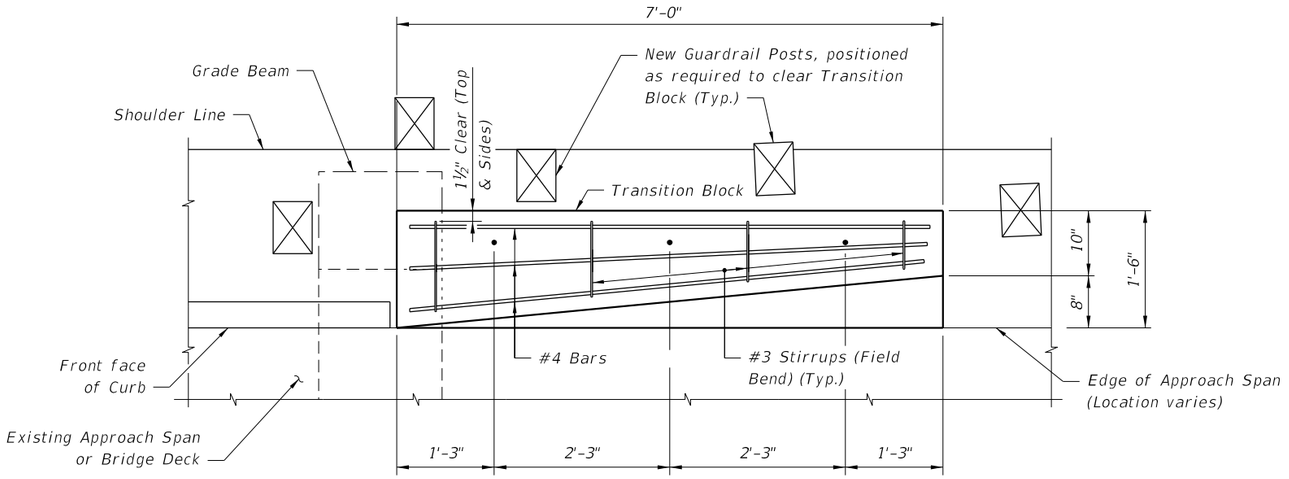


STEEL POST PLATE DETAIL

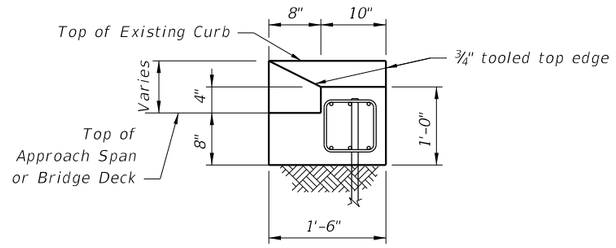
SECTIONS AND DETAILS

11/18/2019 4:05:18 PM

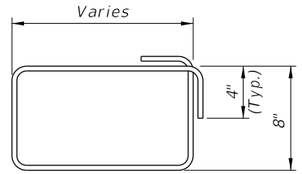
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE THRIE-BEAM GUARDRAIL	102-240	5 of 6



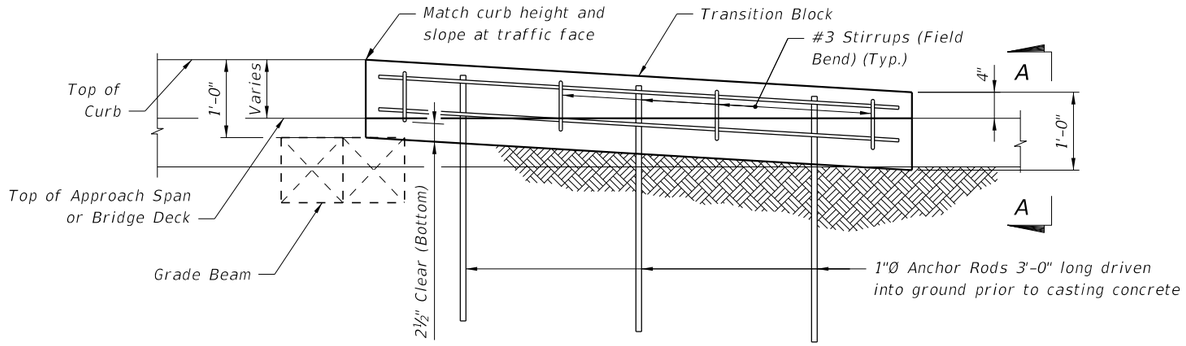
PLAN VIEW OF TRANSITION BLOCK
(GUARDRAIL NOT SHOWN FOR CLARITY)



END VIEW A-A



#3 STIRRUP (FIELD BEND)



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

ESTIMATED QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete Class NS	CY	0.4
Reinforcing Steel	LB	61
Guardrail (Reset)	LF	12.5

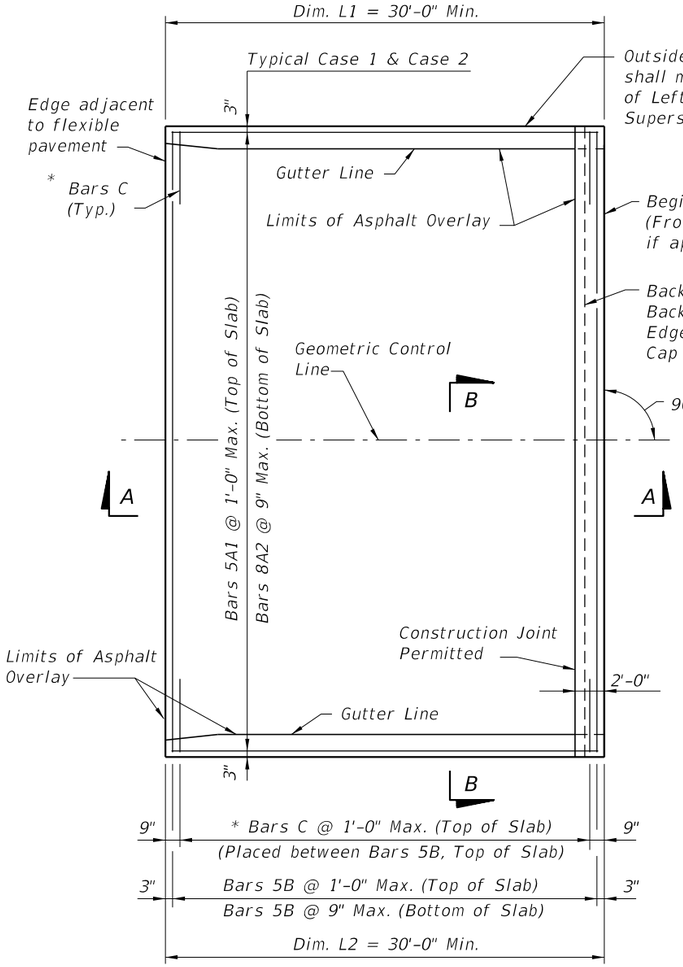
NOTES:

REINFORCING STEEL: Reinforcing steel shall be ASTM A615, Grade 60.

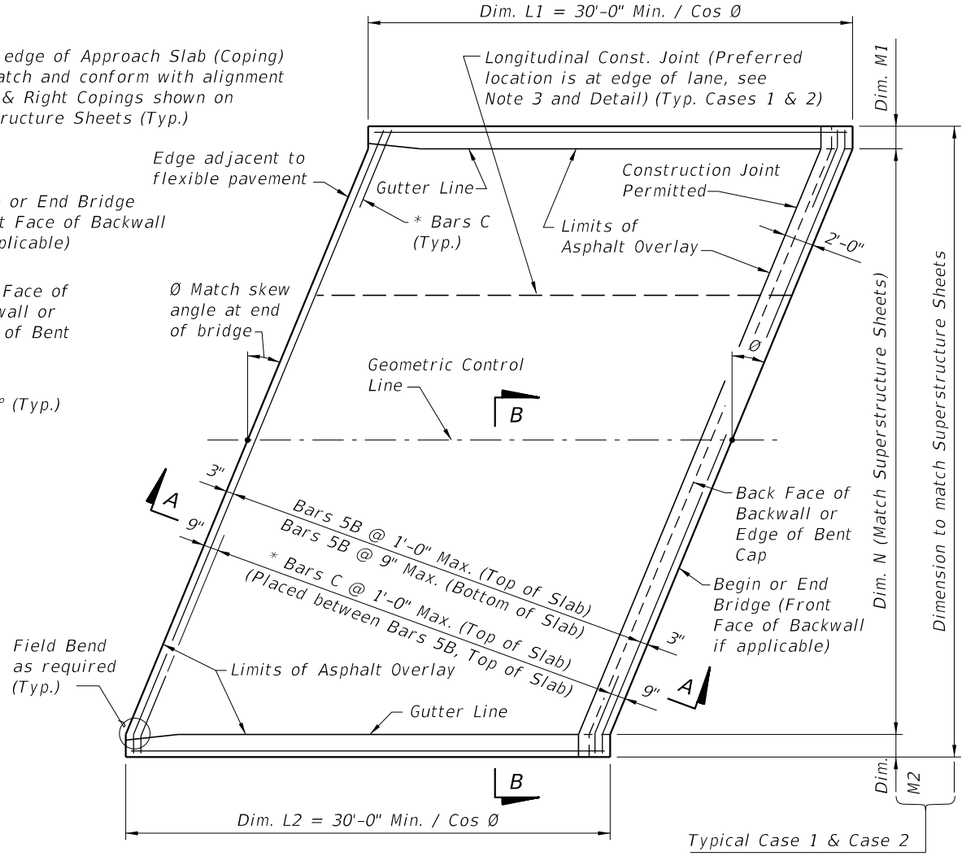
ANCHOR RODS: Steel Anchor Rods shall be ASTM A36, ASTM A709 Grade 36 or ASTM A615 Grade 60 hot-dip galvanized in accordance with Specification Section 962.

11/18/2019 4:05:26 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TEMPORARY DETOUR BRIDGE THRIE-BEAM GUARDRAIL	INDEX	SHEET
07/01/13						102-240	6 of 6

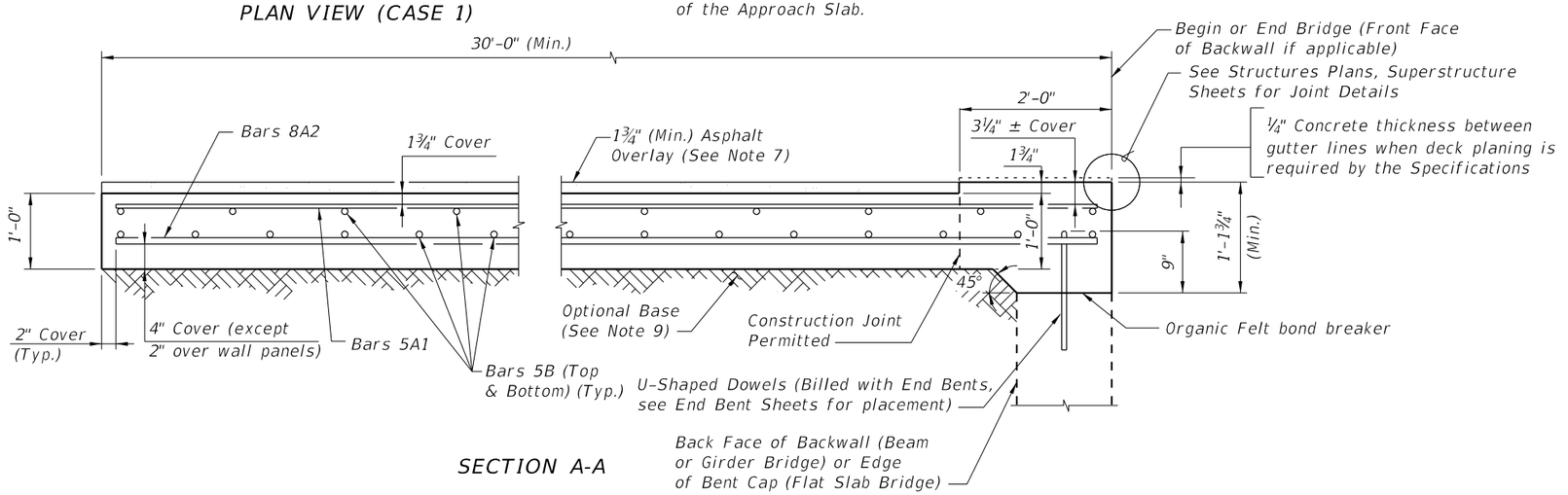


PLAN VIEW (CASE 1)



PLAN VIEW (CASE 2)

* NOTE: Bars C are required as shown when the 36" or 42" Single-Slope Traffic Railings, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.



SECTION A-A

GENERAL NOTES

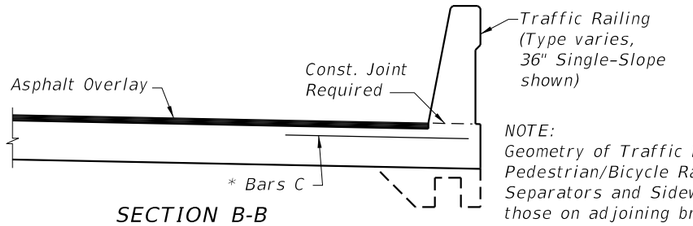
1. SURFACE TREATMENT: As an option to Class 4 Floor Finish (Bridge Floor Grooving) per Section 400 a hand tined or heavy broomed finish may be permitted on the concrete portion of the riding surface. Sidewalk areas shall receive a broomed finish. The top surface of the concrete beneath the asphalt overlay shall be raked.
2. CONDUIT: If required, see Structures Plans for Conduit Details.
3. When a longitudinal construction joint is necessary or allowed by the Engineer, the transverse steel shall be extended as shown in the Longitudinal Construction Joint Detail.
4. The plan view for CASE 1 applies when the skew angle (Ø) = 0°. Relevant details also apply to CASE 2.
5. The plan view for CASE 2 applies where the skew angle (Ø) is > 0°. The slab shown represents a skew to the right for an approach slab at begin bridge; approach slab at the end of bridge or a left skew shall be treated similarly.
6. Deformed WWR must meet the requirements of Specification Section 931.
7. Continue the asphalt pavement over the approach slab and match the friction course type used on the roadway.
8. Approach slabs shown in Plan View Cases 1 and 2 represent a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets and raised sidewalks as detailed in the Contract Plans.
9. PAYMENT: Deformed WWR for the edge of Approach Slabs on retaining walls is not included in the estimated quantity for reinforcing steel and is considered incidental to the work. See Roadway Plans for Asphalt Overlay and Optional Base details and quantities.

CROSS REFERENCES:

For Section B-B, Longitudinal Construction Joint Detail and Approach Slab Details see Sheet 2.

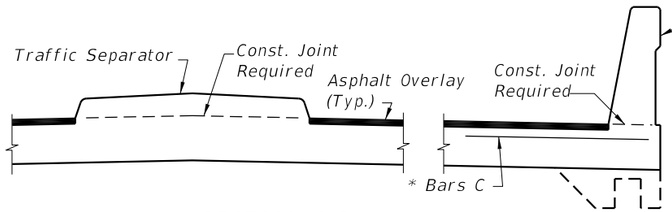
11/18/2019 4:05:27 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	APPROACH SLABS (30 FT.) (FLEXIBLE PAVEMENT APPROACHES)	INDEX	SHEET
11/01/17					400-090	1 of 2



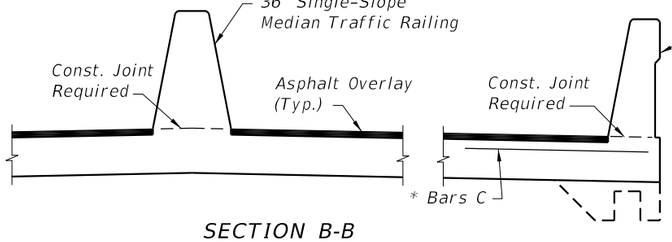
NOTE:
Geometry of Traffic Railings, Pedestrian/Bicycle Railings, Traffic Separators and Sidewalks to match those on adjoining bridge.

SECTION B-B
STANDARD APPROACH SLAB

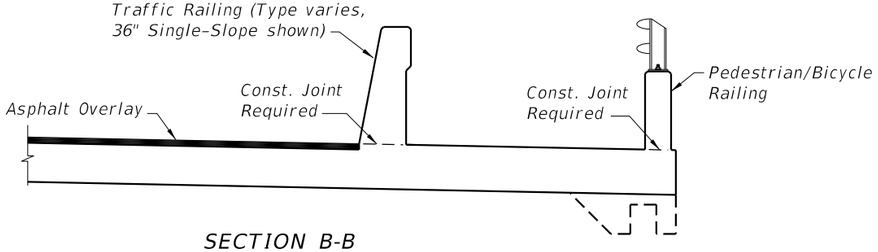


SECTION B-B
APPROACH SLAB WITH TRAFFIC SEPARATOR

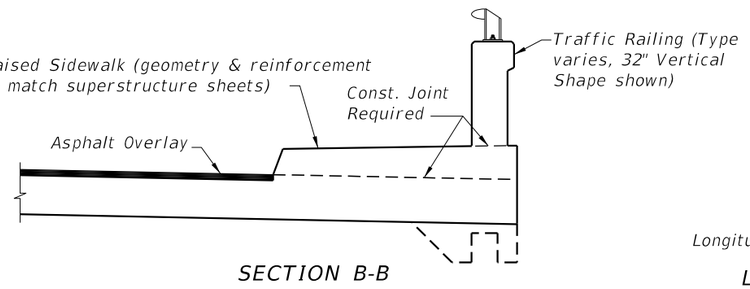
*NOTE: Bars C are required as shown when the 36" or 42" Single-Slope Traffic Railing, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.



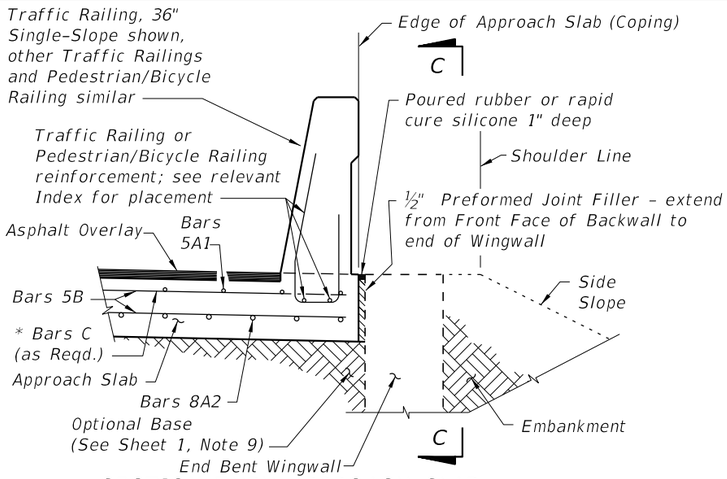
SECTION B-B
APPROACH SLAB WITH MEDIAN TRAFFIC RAILING



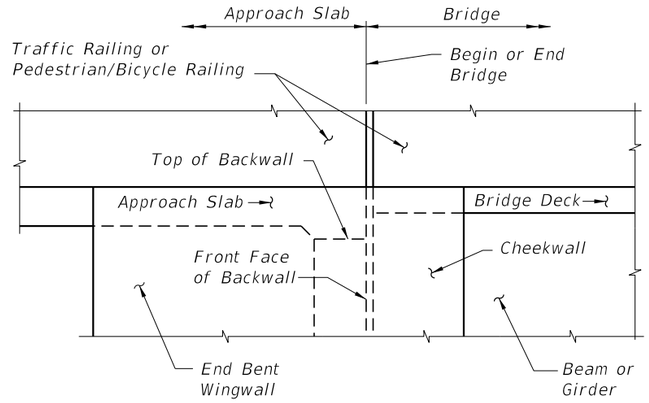
SECTION B-B
APPROACH SLAB WITH SIDEWALK



SECTION B-B
APPROACH SLAB WITH RAISED SIDEWALK

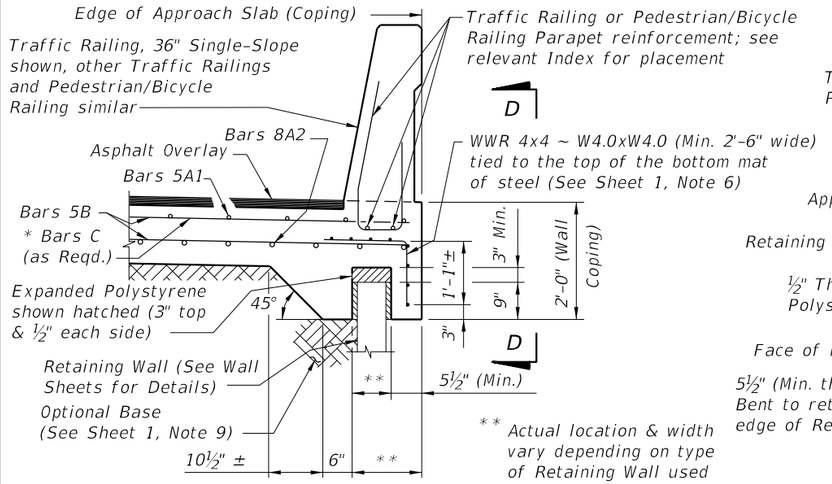


SECTION THRU APPROACH SLAB
AND END BENT WINGWALL



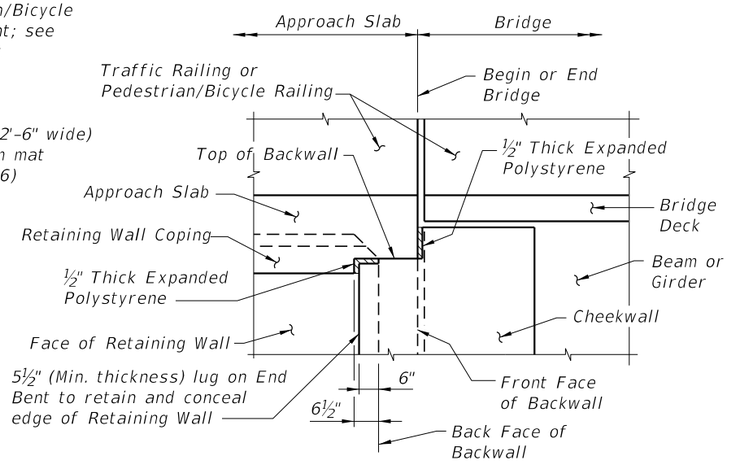
VIEW C-C AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH WINGWALL DETAILS



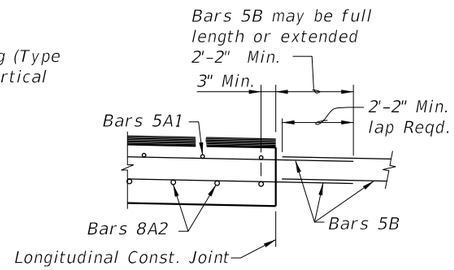
** Actual location & width vary depending on type of Retaining Wall used

SECTION THRU APPROACH SLAB
AND RETAINING WALL

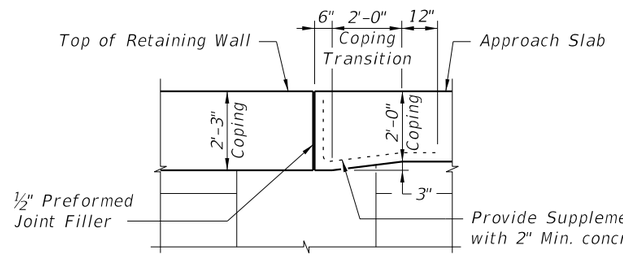


VIEW D-D AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH RETAINING WALL DETAILS



LONGITUDINAL CONSTRUCTION
JOINT DETAIL



COPING TRANSITION DETAIL FOR
RETAINING WALLS WITH 2'-3" COPING HEIGHT
(Railing Not Shown For Clarity)

CROSS REFERENCES:

For location of Section B-B and Longitudinal Construction Joint see Sheet 1.

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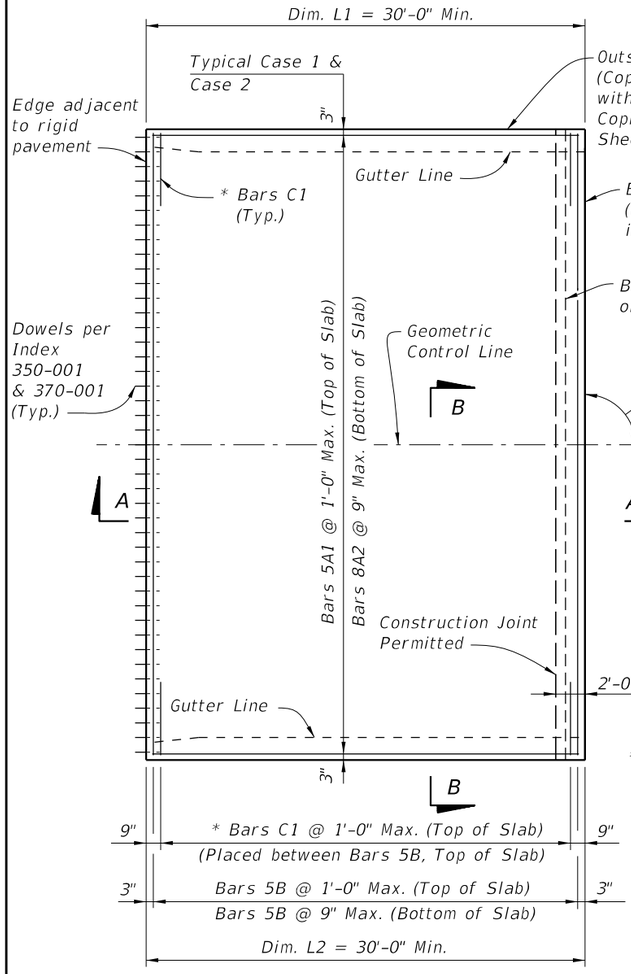
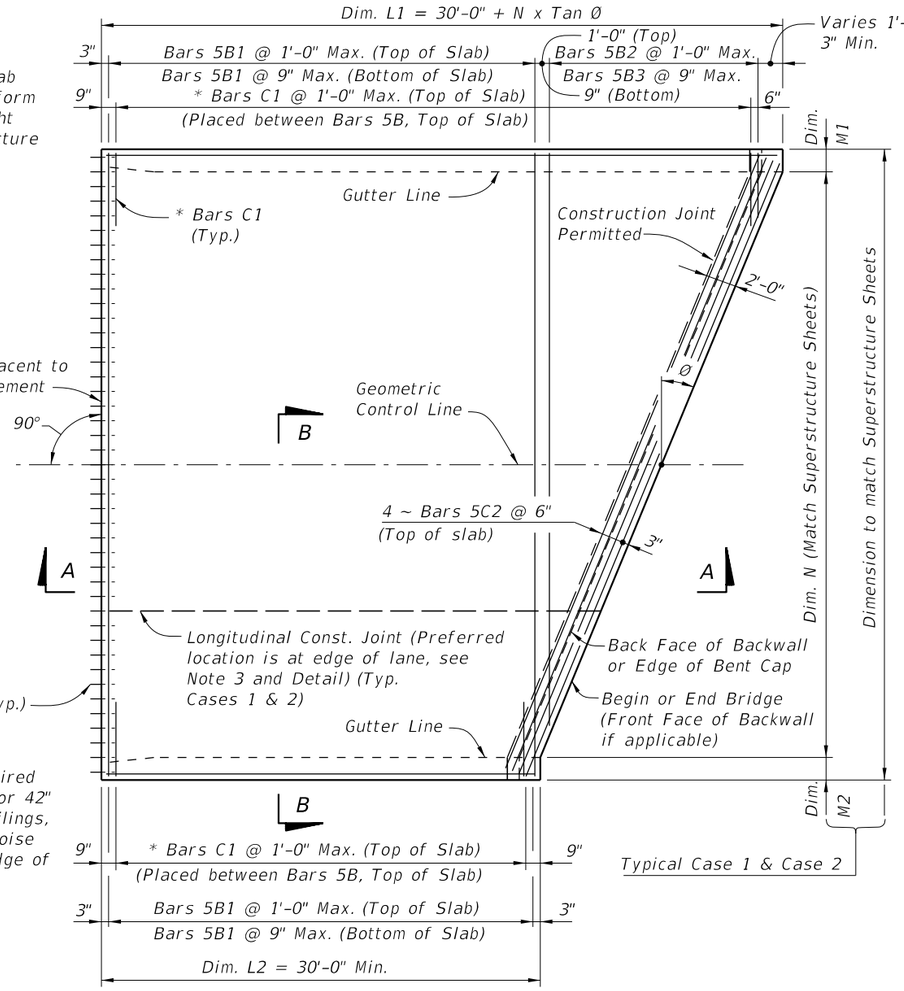
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	APPROACH SLABS (30 FT.) (FLEXIBLE PAVEMENT APPROACHES)	INDEX	SHEET
11/01/17						400-090	2 of 2

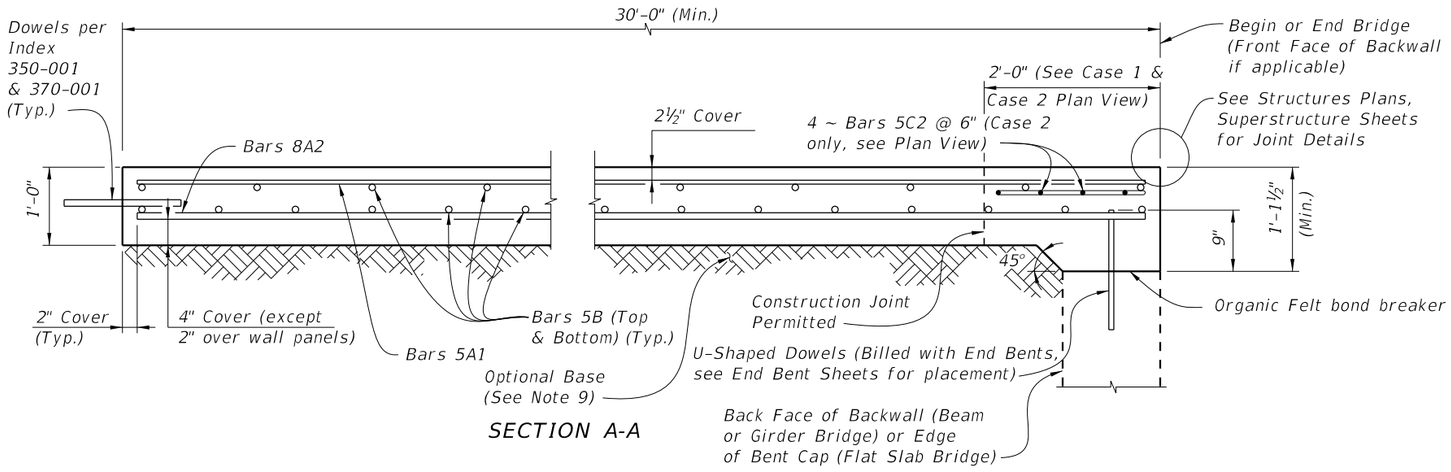


* NOTE: Bars C1 are required as shown when the 36" or 42" Single-Slope Traffic Railings, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.

PLAN VIEW (CASE 1)



PLAN VIEW (CASE 2)



SECTION A-A

GENERAL NOTES

1. SURFACE TREATMENT: Apply a Class 4 Floor Finish (Grooved) to the riding surface from begin or end approach slab joint to begin or end bridge. See Bid Item Notes. Apply a broomed finish to sidewalk areas.
2. CONDUIT: If required, see Structures Plans for Conduit details.
3. When a longitudinal construction joint is necessary or allowed by the Engineer, the transverse steel shall be extended as shown in the Longitudinal Construction Joint Detail.
4. The plan view for CASE 1 applies when the skew angle (Ø) = 0°. Relevant details also apply to CASE 2.
5. The plan view for CASE 2 applies where the skew angle (Ø) is > 0°. The slab shown represents a skew to the right for an approach slab at begin bridge; approach slab at the end of bridge or a left skew shall be treated similarly. The shown reinforcement shall be utilized, and Dowels provided in accordance with Index 350-001 and 370-001.
6. Deformed WWR must meet the requirements of Specification Section 931.
7. PROFILOGRAPH: If profilograph requirements apply, planing may be required. The permitted construction joint shown in Section A-A will facilitate the placement of the expansion joint.
8. Approach slabs shown in Plan View Cases 1 and 2 represent a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets, traffic separators and sidewalks as detailed on the additional approach slab sheets.
9. PAYMENT: Deformed WWR for the edge of Approach Slabs on retaining walls is not included in the estimated quantity for reinforcing steel and is considered incidental to the work. See Roadway Plans for Optional Base details and quantities.

CROSS REFERENCES:

For Section B-B, Longitudinal Construction Joint Detail and Approach Slab Details see Sheet 2.

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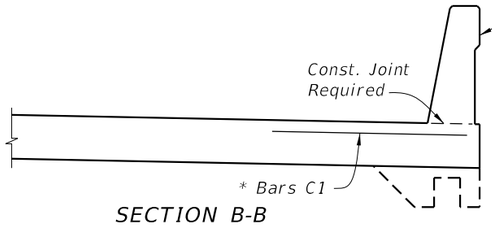
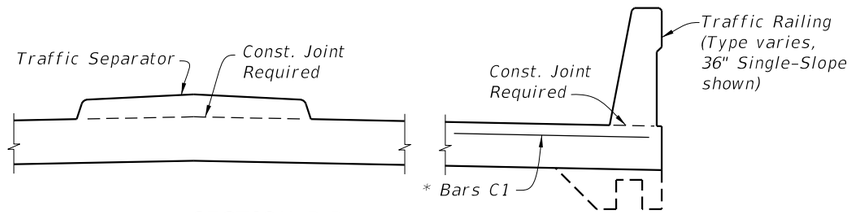
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2020-21 STANDARD PLANS	APPROACH SLABS (30 FT.) (RIGID PAVEMENT APPROACHES)	INDEX 400-091	SHEET 1 of 2



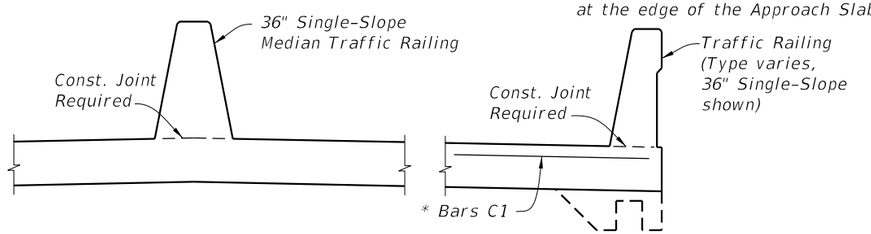
NOTE:
Geometry of Traffic Railings, Pedestrian/Bicycle Railings, Traffic Separators and Sidewalks to match those on adjoining bridge.

SECTION B-B
STANDARD APPROACH SLAB

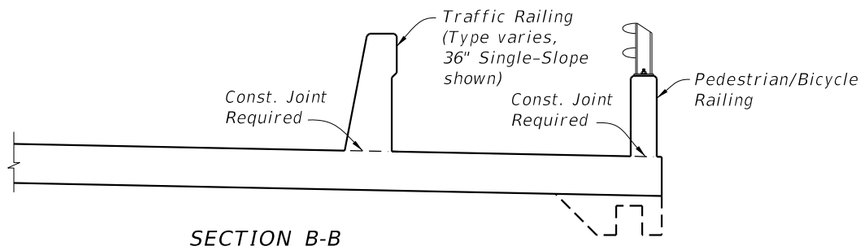


SECTION B-B
APPROACH SLAB WITH TRAFFIC SEPARATOR

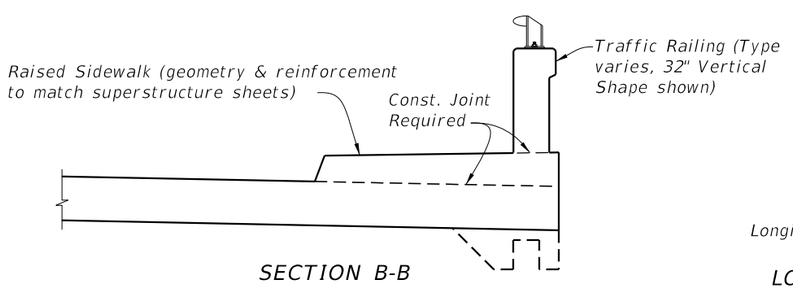
*NOTE: Bars C1 are required as shown when the 36" or 42" Single-Slope Traffic Railing, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.



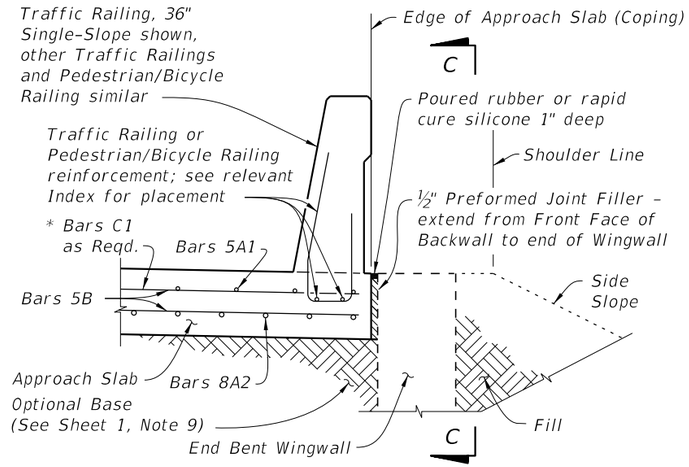
SECTION B-B
APPROACH SLAB WITH MEDIAN TRAFFIC RAILING



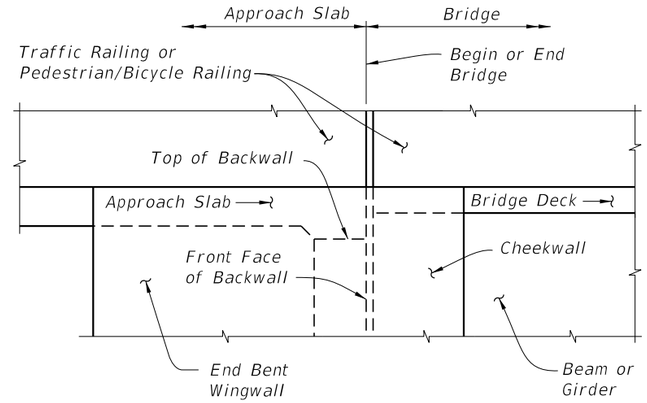
SECTION B-B
APPROACH SLAB WITH SIDEWALK



SECTION B-B
APPROACH SLAB WITH RAISED SIDEWALK

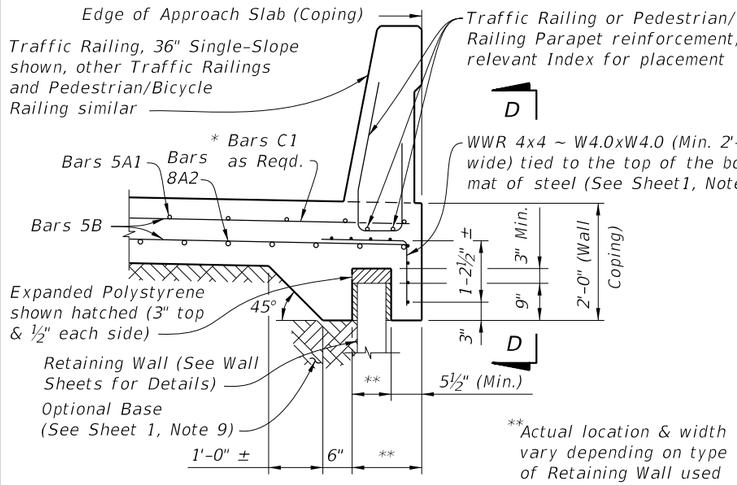


SECTION THRU APPROACH SLAB
AND END BENT WINGWALL



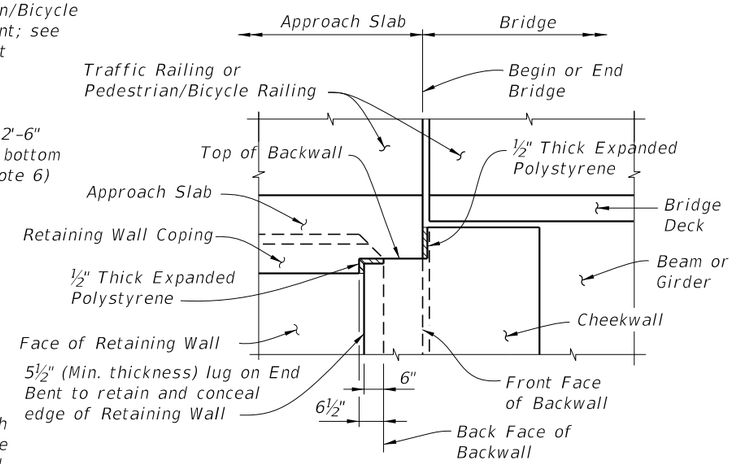
VIEW C-C AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH WINGWALL DETAILS



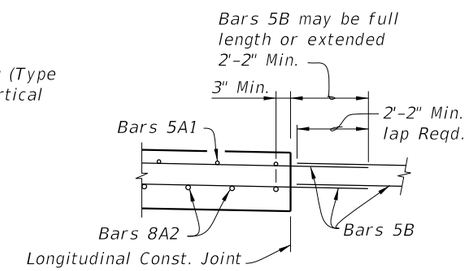
**Actual location & width vary depending on type of Retaining Wall used

SECTION THRU APPROACH SLAB
AND RETAINING WALL

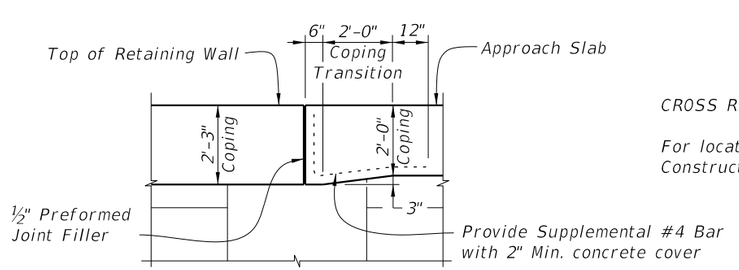


VIEW D-D AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH RETAINING WALL DETAILS



LONGITUDINAL CONSTRUCTION
JOINT DETAIL



COPING TRANSITION DETAIL FOR
RETAINING WALLS WITH 2'-3" COPING HEIGHT
(Railing Not Shown For Clarity)

CROSS REFERENCES:

For location of Section B-B and Longitudinal Construction Joint see Sheet 1.

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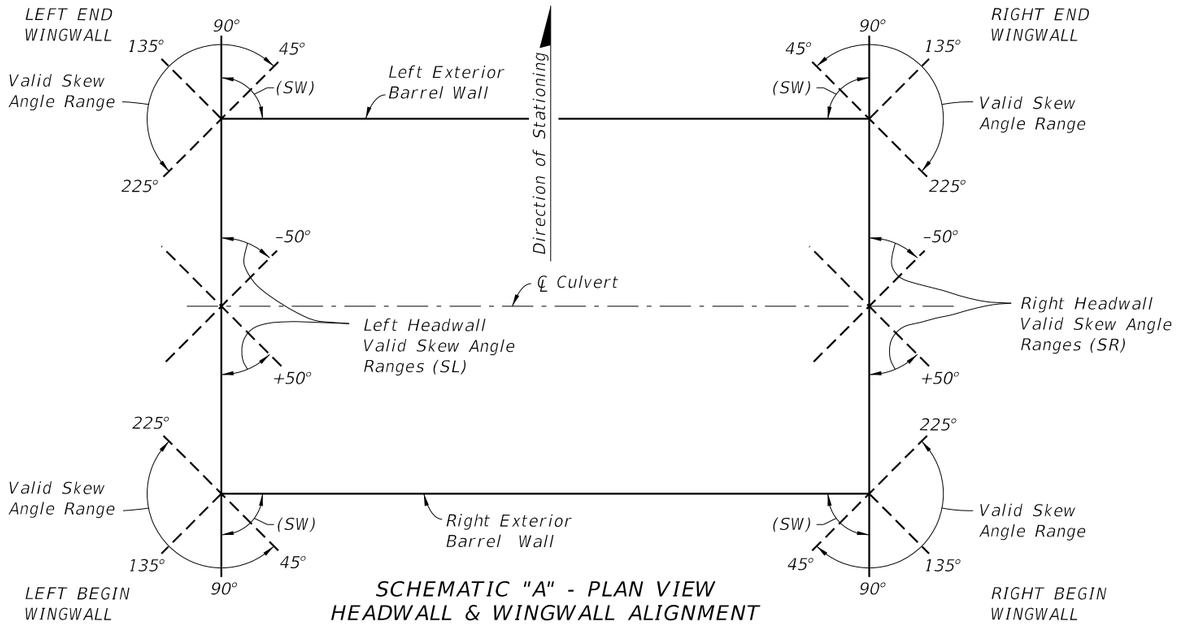
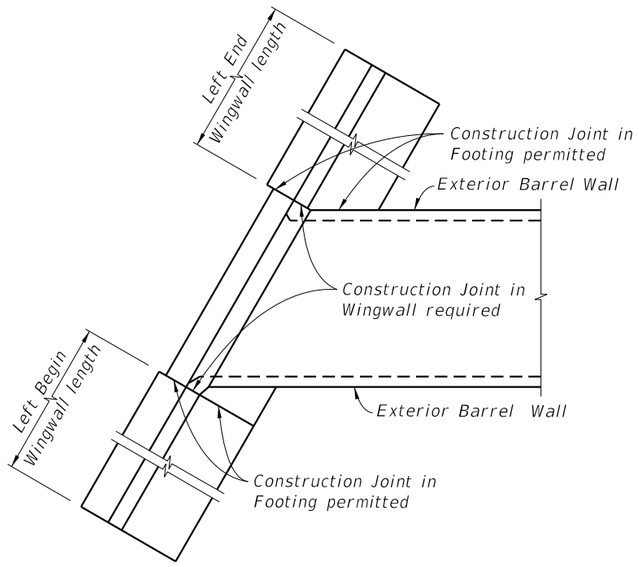
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FY 2020-21 STANDARD PLANS	APPROACH SLABS (30 FT.) (RIGID PAVEMENT APPROACHES)	INDEX 400-091	SHEET 2 of 2



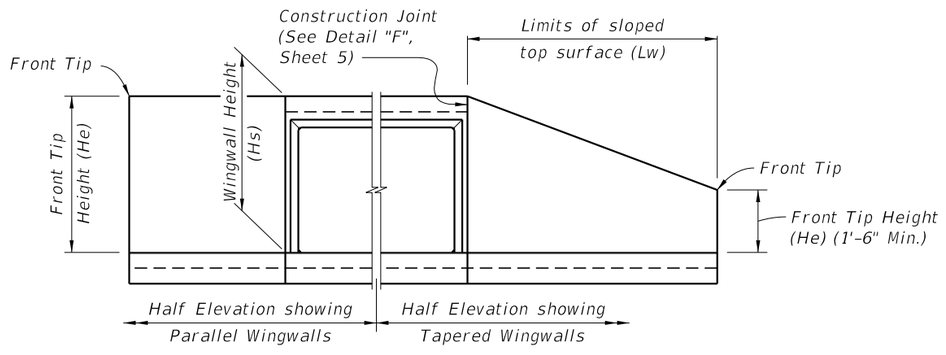
SCHEMATIC "A" - PLAN VIEW
HEADWALL & WINGWALL ALIGNMENT

NOTE: All headwall and culvert skew angles are measured in degrees from a line perpendicular to the centerline of culvert (counter-clockwise positive), see Schematic "B".



PART PLAN SHOWING PARALLEL WINGWALLS
AND LOCATION OF CONSTRUCTION JOINTS

NOTE:
Construction Joints in wingwalls and footings are located as follows: For non-skewed wingwalls they are located adjacent to the exterior face of the exterior barrel wall; when the ℄ of wingwall and ℄ of exterior barrel wall results in an acute angle see Left End Wingwall above, and when the angle is obtuse see Left Begin Wingwall above and Detail C (Sheet 5).



END ELEVATION
OF CULVERT

GENERAL NOTES:

LIVE LOAD: HL-93.

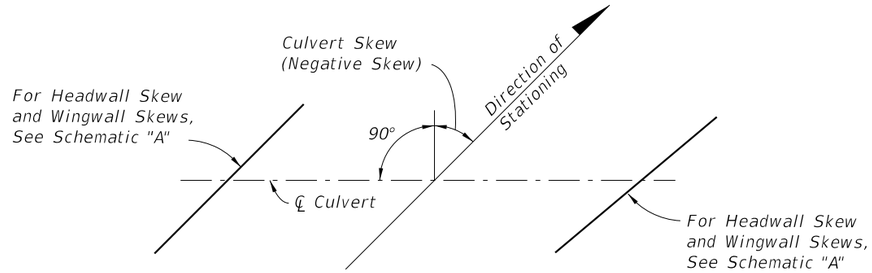
CONSTRUCTION LOADING: It is the construction Contractor's responsibility to provide for supporting construction loads that exceed AASHTO HL-93, and any construction load applied prior to 2 feet of compacted fill placed above the top slab.

SURFACE FINISH: All concrete surfaces shall receive a general surface finish.

SKEWED CONSTRUCTION JOINTS: Construction joints in barrels of culverts with skewed wingwalls may be placed parallel to the headwalls and the reinforcing steel, and the slabs may be cut provided that the cut reinforcing steel extends beyond the construction joint enough for splices to be made in accordance with Table 1 on this sheet. The cost of construction joints and additional reinforcing shall be at the expense of the Contractor.

CULVERT EXTENSIONS: For cut backs and ties into existing concrete box culverts see Sheet 6 of 8.

REINFORCING STEEL: See the "Box Culvert Data Tables" in the Contract Plans for grade and bar spacing. See the Reinforcing Bar List in the Contract Plans for bar sizes and bar bending details.



SCHEMATIC "B" - PLAN VIEW
CULVERT ALIGNMENT

NOTE: For Culvert Skew see Contract Plans.

TABLE 1 - MINIMUM BAR SPLICE LENGTHS FOR LONGITUDINAL REINFORCING

BAR SIZE	SPLICE (CLASS B)		BAR SIZE	SPLICE (CLASS B)	
	CLASS II (3400 psi)	CLASS IV (5500 psi)		CLASS II (3400 psi)	CLASS IV (5500 psi)
#3	1'-4"	1'-0"	#8	3'-5"	2'-8"
#4	1'-9"	1'-4"	#9	4'-3"	3'-4"
#5	2'-2"	1'-8"			
#6	2'-7"	2'-0"			
#7	3'-0"	2'-4"			

TABLE 1 NOTE: Splice lengths are based on an AASHTO Class B tension lap splice for the Specification Section 346 concrete class shown.

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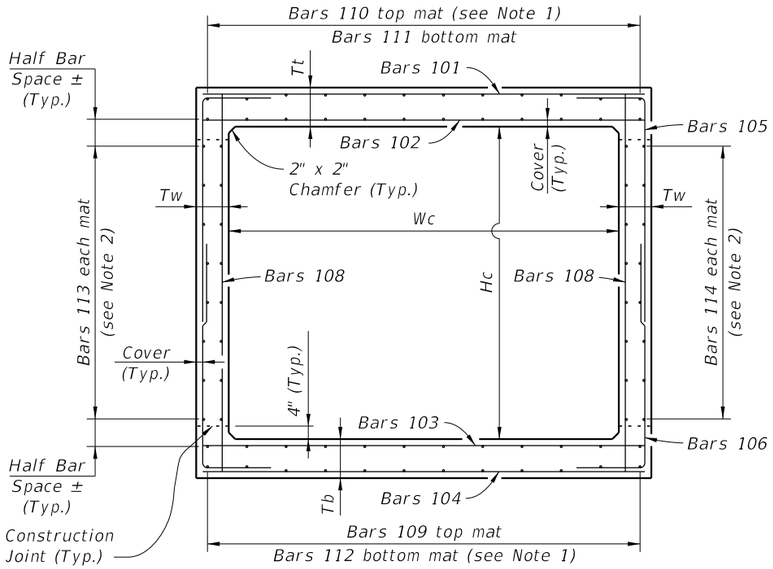
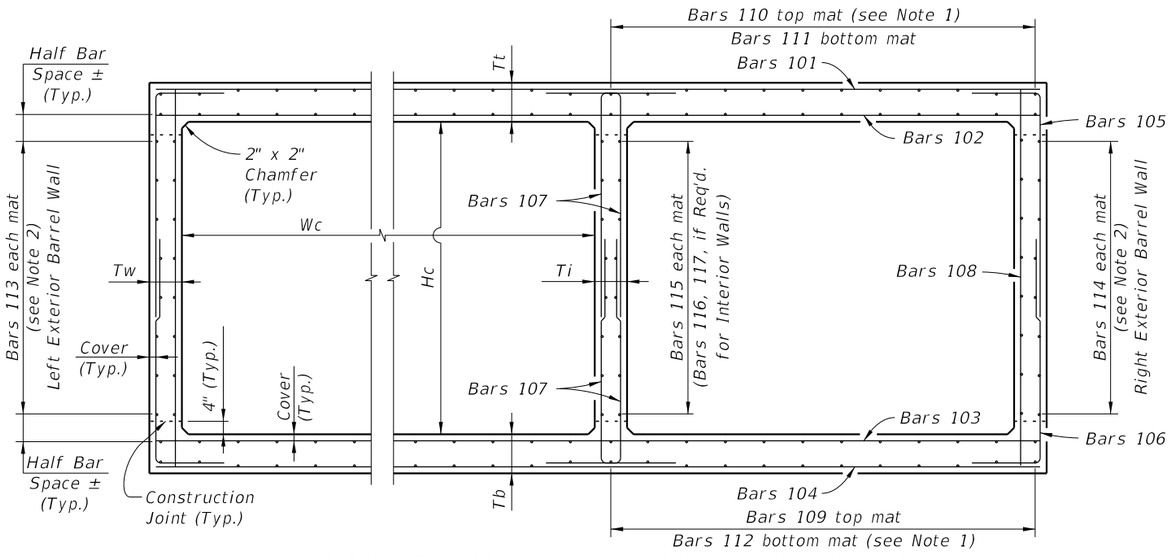
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FY 2020-21 STANDARD PLANS	CONCRETE BOX CULVERT DETAILS	400-289	1 of 8



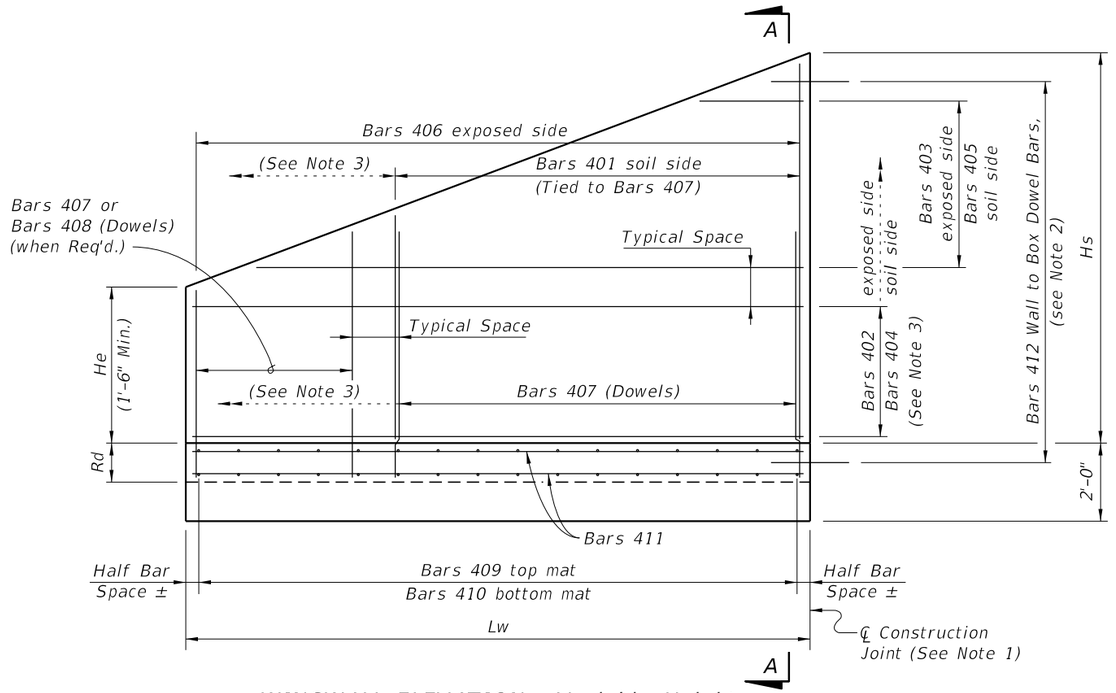
TYPICAL SECTION THRU SINGLE BARREL CULVERT

CULVERT BARREL NOTES:

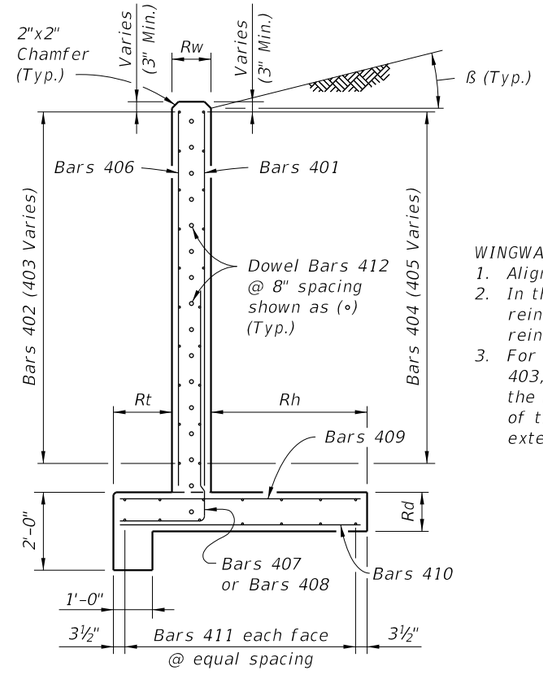
1. Space Bars 110 and 112 with a bar in each corner, and at the ℄ of interior walls (for multiple barrel culverts only), and the remaining bars placed at equal spacing shown in the Contract Plans. Adjust last bar spacing when required.
2. Place Bars 113 and 114 at spacing shown in the Contract Plans evenly between Bars 109 and 111.
3. Locate the first transverse bar from the ends of the culvert at one half the bar spacing, but provide the minimum reinforcement cover and not greater than 4" clear.



TYPICAL SECTION THRU MULTIPLE BARREL CULVERT



WINGWALL ELEVATION - Variable Height
(Left End shown - other corners similar)



WINGWALL SECTION A-A

WINGWALL NOTES:

1. Align construction joint perpendicular to wingwall.
2. In the vicinity of the construction joint, field bend reinforcement as necessary to maintain minimum reinforcement cover.
3. For constant height wingwalls, variable length Bars 403, 405 & 408 are not required, and as such the limits of Bars 401 & 407 extend the full length of the wingwall, and the limits of Bars 402 & 404 extend to the full height of the wingwall.

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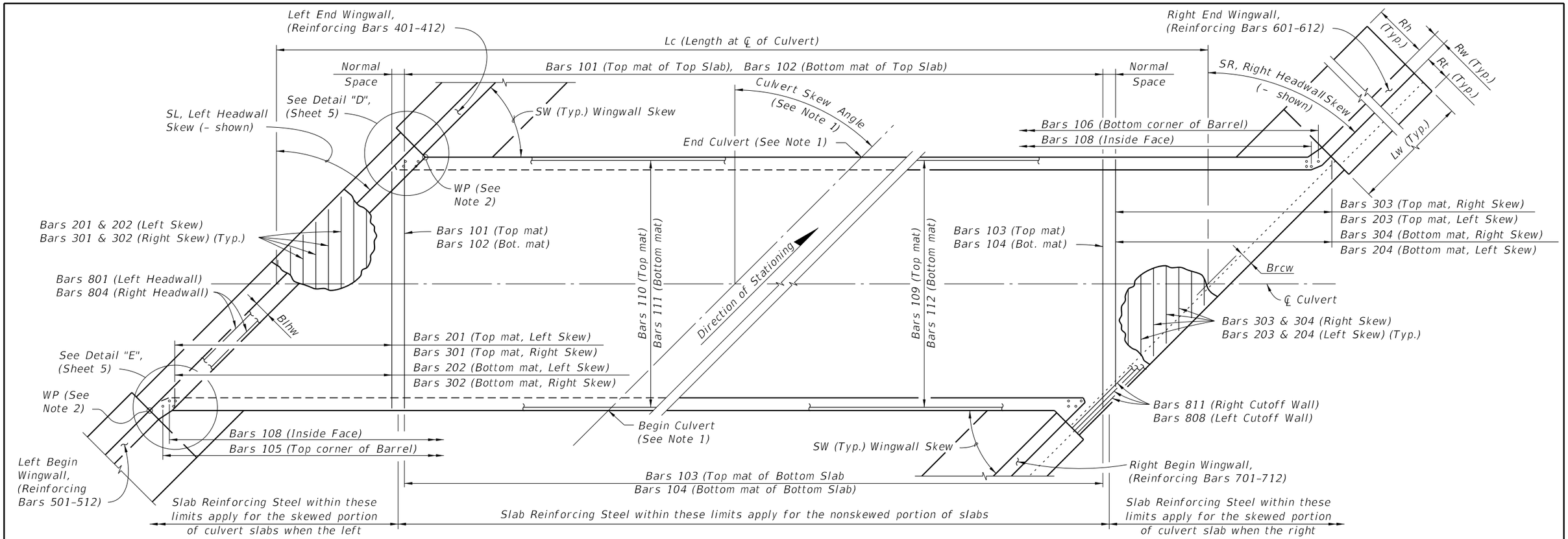
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/13			FY 2020-21 STANDARD PLANS	CONCRETE BOX CULVERT DETAILS	400-289	2 of 8

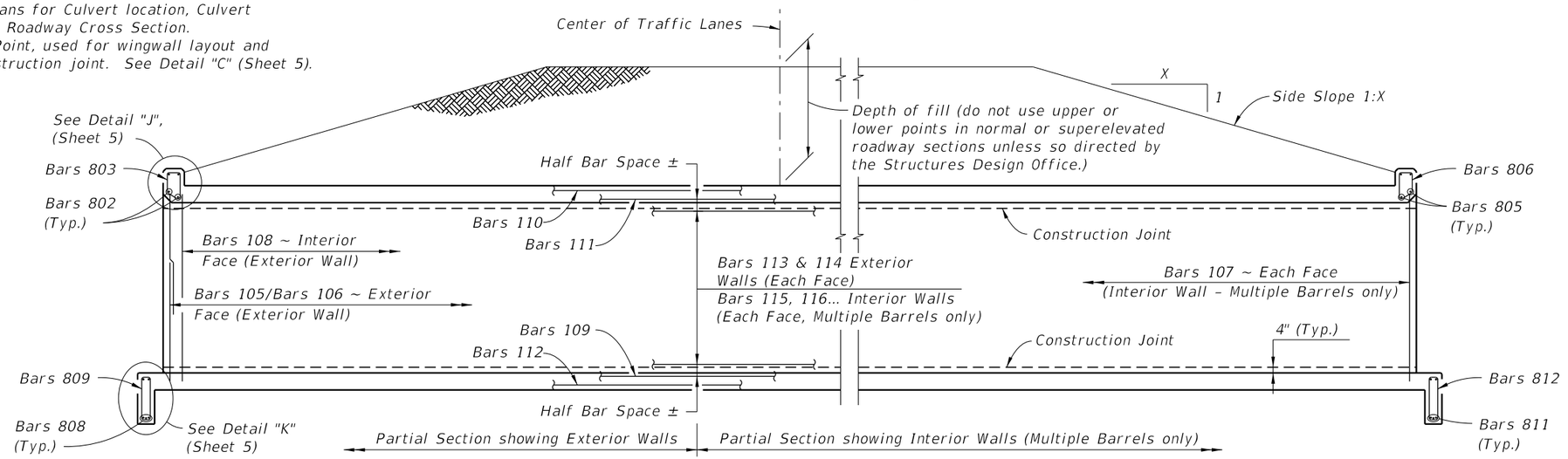


PARTIAL PLAN TOP SLAB
(Left Side, Left Skew)

PARTIAL PLAN BOTTOM SLAB
(Right Side, Right Skew)

NOTES:
1. See Contract Plans for Culvert location, Culvert Skew Angle and Roadway Cross Section.
2. WP = Working Point, used for wingwall layout and location of construction joint. See Detail "C" (Sheet 5).

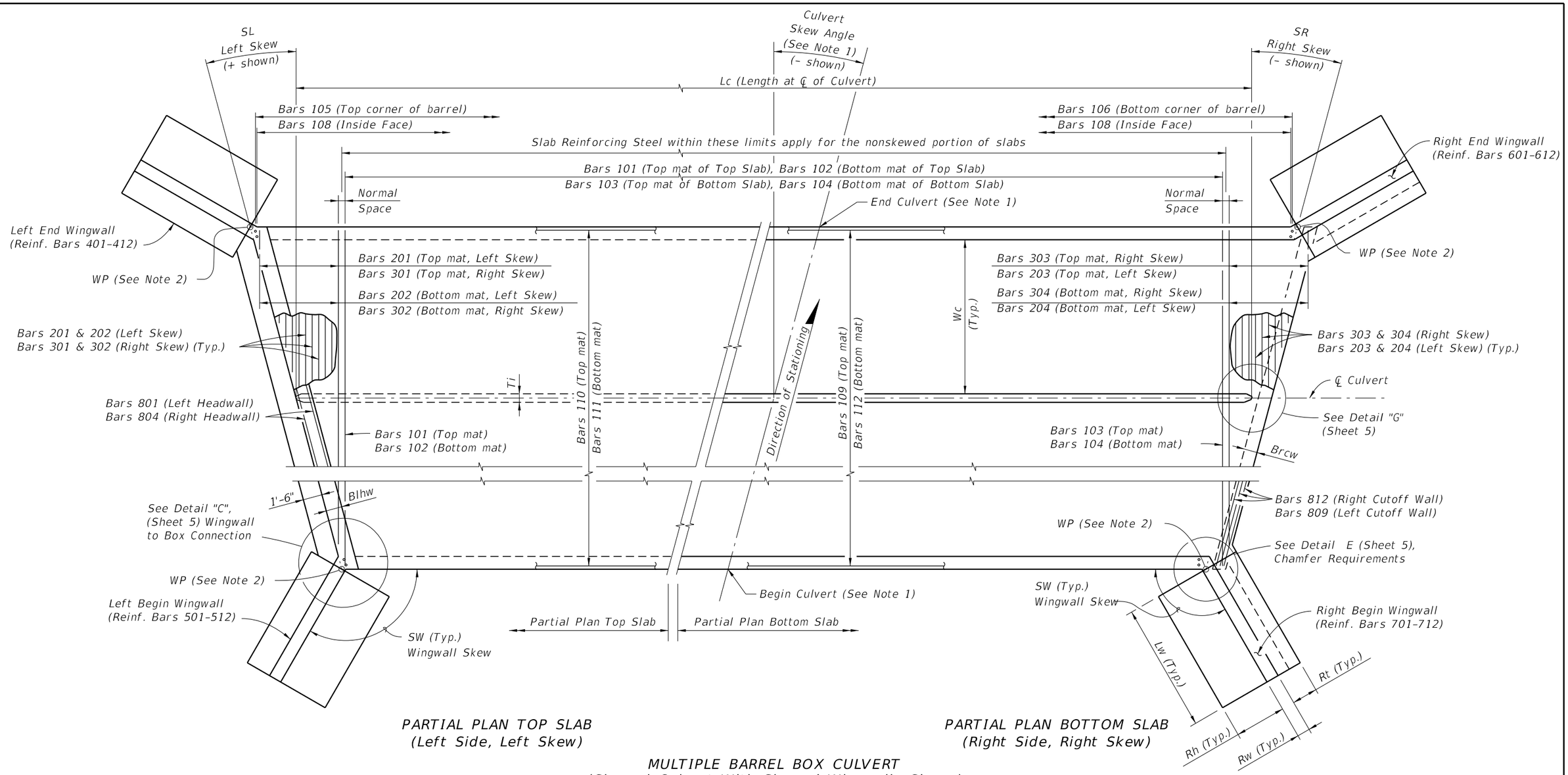
SINGLE BARREL BOX CULVERT
(Skewed Culvert With Parallel Wingwalls Shown)



LONGITUDINAL SECTION THRU CULVERT
(Transverse Top & Bottom Slab Reinforcing Not Shown For Clarity)

11/18/2019 4:05:33 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/07			FDOT FY 2020-21 STANDARD PLANS	CONCRETE BOX CULVERT DETAILS	400-289	3 of 8



PARTIAL PLAN TOP SLAB
(Left Side, Left Skew)

PARTIAL PLAN BOTTOM SLAB
(Right Side, Right Skew)

MULTIPLE BARREL BOX CULVERT
(Skewed Culvert With Skewed Wingwalls Shown)

NOTES:
1. See Contract Plans for Culvert Location, Culvert Skew Angle and Roadway Cross Section.
2. WP = Working Point, used for wingwall layout and location of construction joint. See Detail C (Sheet 5).

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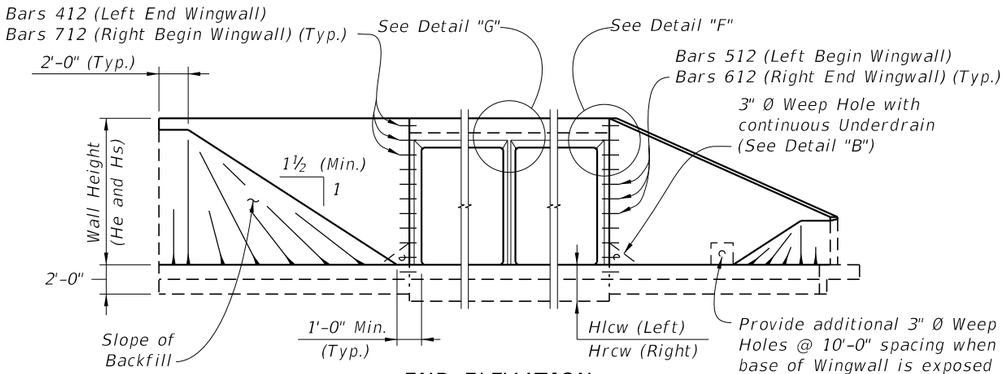
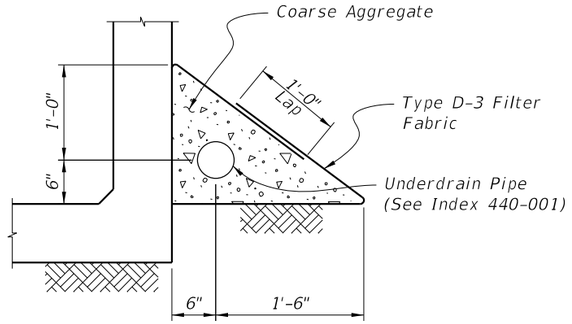
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	CONCRETE BOX CULVERT DETAILS	INDEX	SHEET
01/01/07						400-289	4 of 8



END ELEVATION
(Showing Constant Height And Variable Height Wingwalls)

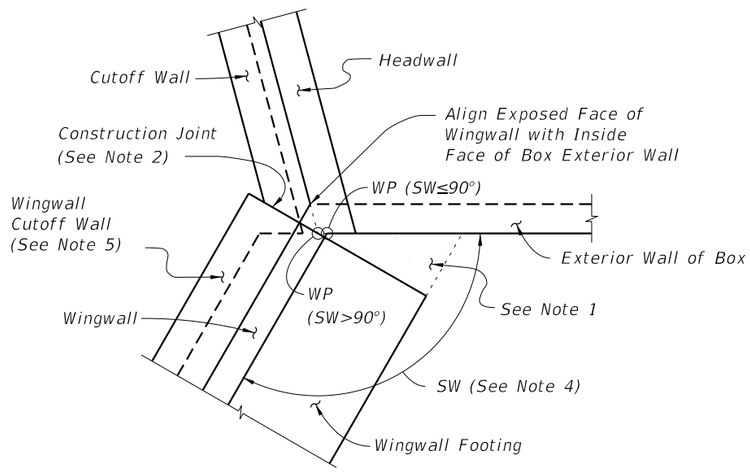


DETAIL "B"
UNDERDRAIN DETAIL
(Similar to Type II ~ Index 440-001)

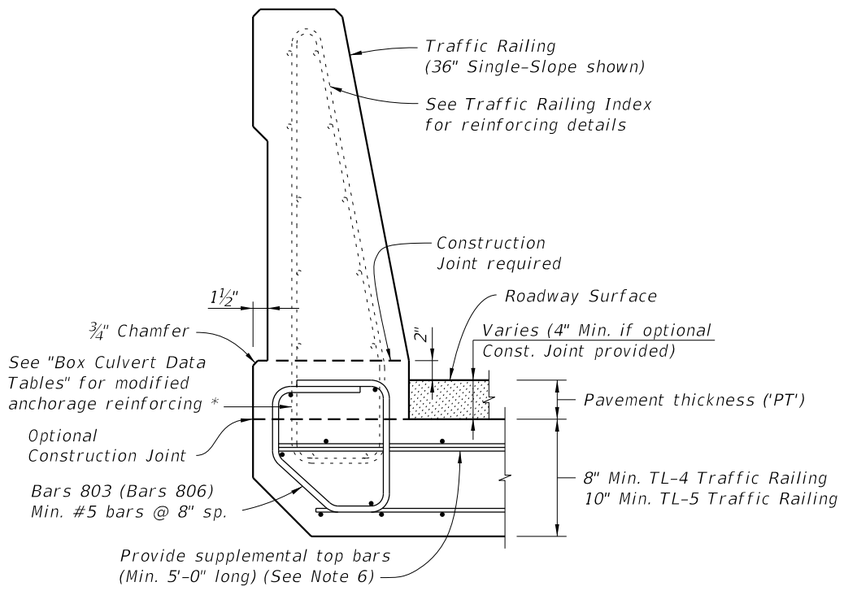
NOTES:

1. For small angles, the Contractor may elect to fill the area between the box and the wingwall footing with unreinforced concrete. For wingwall skew angles less then 90 degrees, field bend wingwall reinforcement as necessary while maintaining cover. No additional payment will be made for this work.
2. Location of Construction Joint determined by WP at theoretical intersection of:
   – Soil side face of Headwall and outside face of Box Exterior Wall, for SW≤90°;
   – Outside face of Wingwall and outside face of Box Exterior Wall, for SW>90°.
3. Provide 6" chamfer when angle 'A' is greater than 45°. Maintain minimum wall thickness. Field adjust reinforcing to maintain cover.
4. Wingwall Skew Angles (SW) are measured from the adjacent box exterior wall to the wingwall.
5. Turn or extend Wingwall Cutoff Wall as necessary to meet Box Cutoff Wall.
6. Provide additional reinforcement in the top of the top slab below traffic railings to ensure a minimum area of 0.80 sq. in./ft. transverse reinforcing.

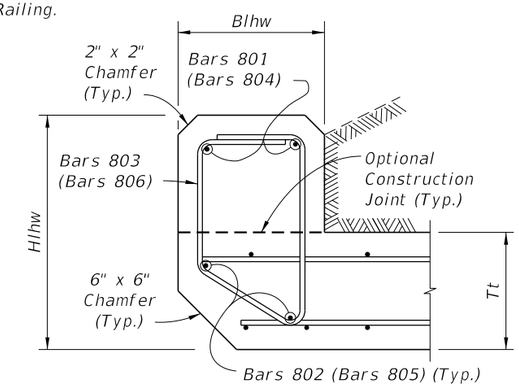
* Included in the cost of the Traffic Railing.



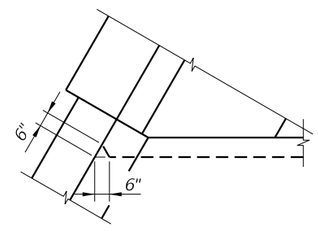
DETAIL "C" - PLAN VIEW
WINGWALL TO BOX CONNECTION
(Left Begin Corner Shown, Other Corners Similar)



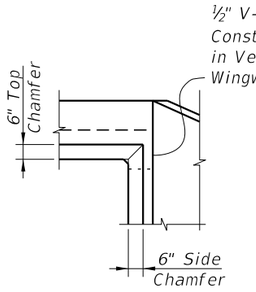
DETAIL "I"
TRAFFIC RAILING ATTACHMENT TO HEADWALL



DETAIL "J"
LEFT HEADWALL SECTION
(Right Headwall similar)



DETAIL "D"



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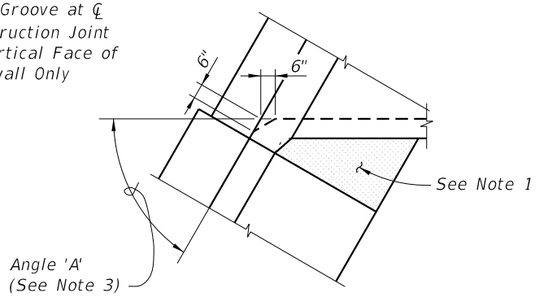

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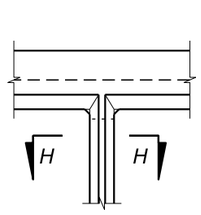

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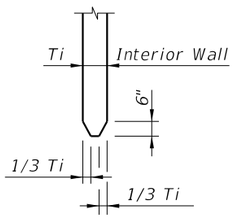
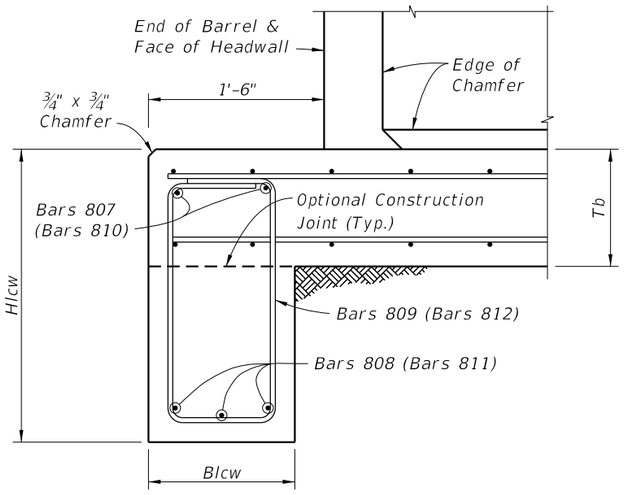


SECTION H-H



DETAIL "K"
LEFT CUTOFF WALL SECTION
(Right Cutoff Wall similar)

CROSS REFERENCE:
See Sheet 3 for locations of Details "D", "E", "J" & "K".
See Sheet 4 for locations of Detail "C".

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	CONCRETE BOX CULVERT DETAILS	INDEX	SHEET
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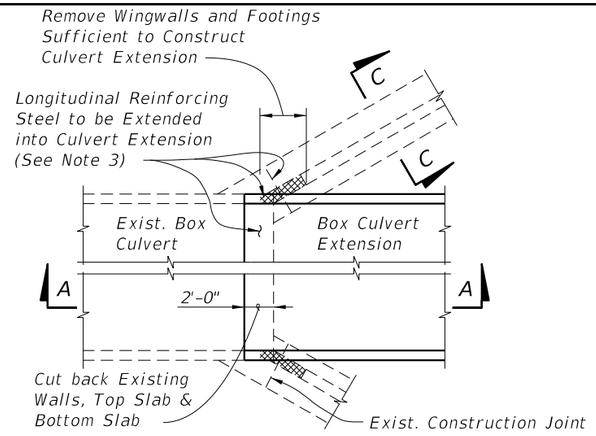
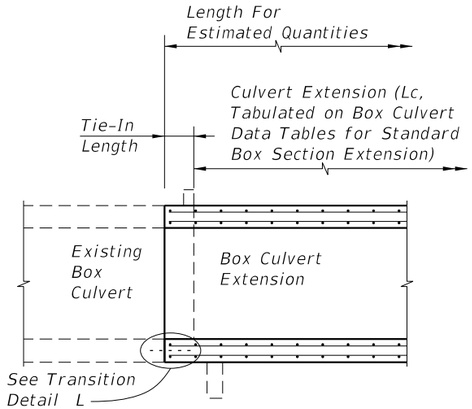
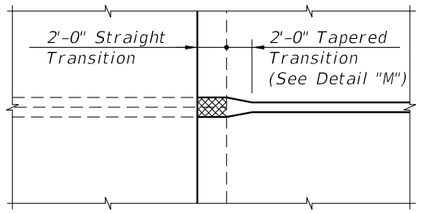


OUTSIDE WALLS OF BOXES

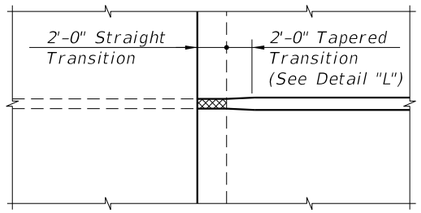


SECTION A-A

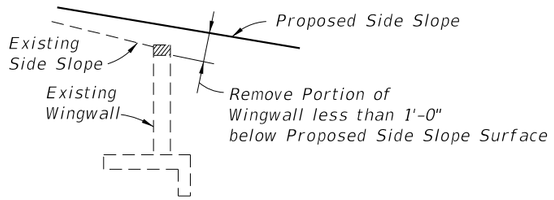
FLARED WINGWALL



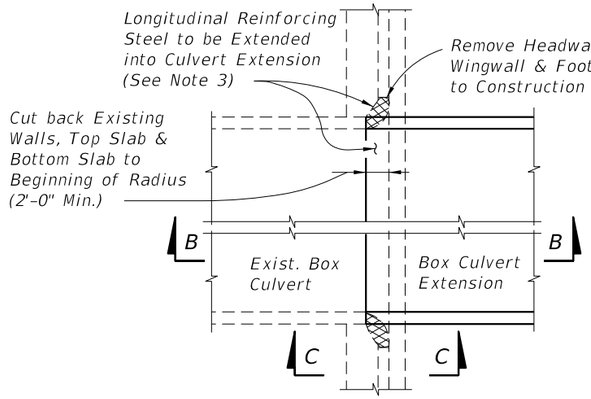
INTERIOR DOUBLE WALLS OF BOXES



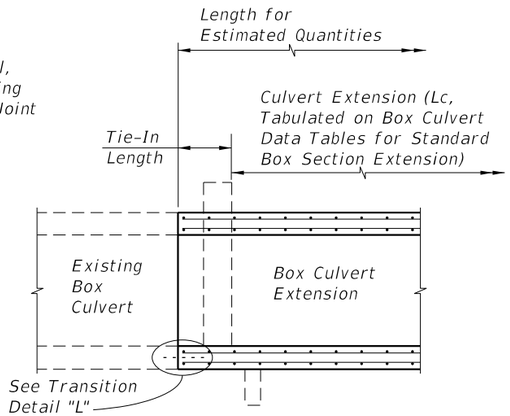
INTERIOR SINGLE WALLS OF BOXES



SECTION C-C



OUTSIDE WALLS OF BOXES



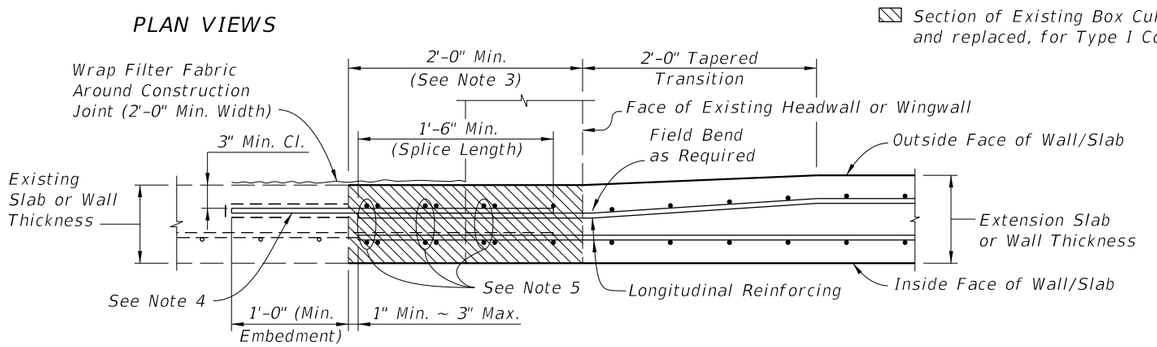
SECTION B-B

STRAIGHT WINGWALL

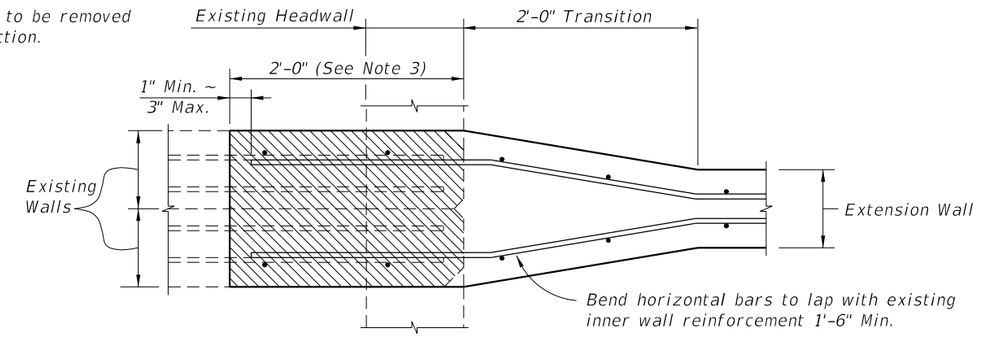
NOTES:

1. The Box Culvert Data Tables and Reinforcing Bar List do not include the additional quantities needed for dowel connections or transitions from double walls of existing concrete box culverts; the cost for additional reinforcement and the thickened concrete wall in the transitional area shall be included in the costs for concrete and steel in the culvert extension.
2. Cost for removal and disposal of material from existing headwalls, wingwalls and box, and cost of cleaning, straightening and extending or doweling longitudinal reinforcing steel shall be included in the cost for concrete and steel of the culvert extension.
3. Remove existing concrete while avoiding damage to existing reinforcement. Clean and straighten existing reinforcement, lap and tie onto extension reinforcement.
4. Dowel in #4 Bars @ 1'-0" max. spacing into wall/slab when there is a single mat of existing reinforcing steel, otherwise splice 1'-6" as shown for inside reinforcement. Use an Adhesive Bonding Material System in accordance with Specifications Section 416 & 937.
5. Provide additional transverse bars for top and bottom slab, parallel and full width of any skewed joint connection when shown in the Plans.
6. See Box Culvert Data Table notes in Plans for Connection Types allowed.

PLAN VIEWS

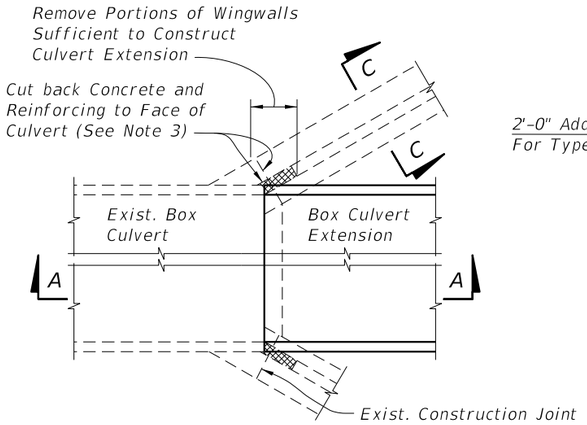


DETAIL "L" - TRANSITION FOR EXTERIOR WALL/SLAB EXTENSION
(Interior Single Walls Similar)

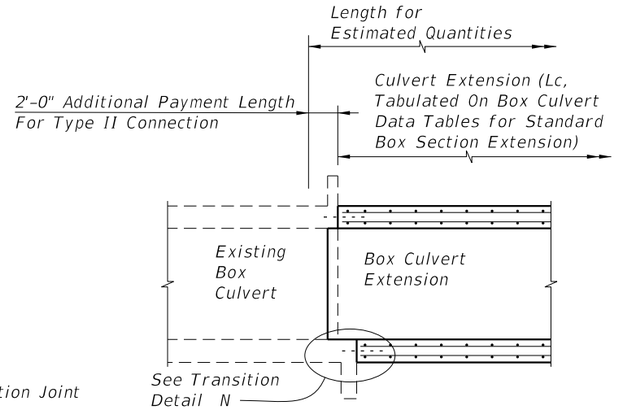


DETAIL "M" - TRANSITION FOR INTERIOR DOUBLE WALLS OF BOX CULVERTS

TYPE I CONNECTION DETAILS FOR CONCRETE BOX CULVERT EXTENSIONS (CUT BACK EXISTING CONCRETE)

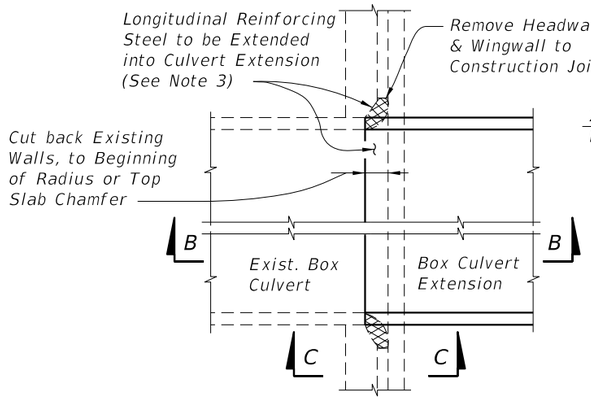


OUTSIDE WALLS OF BOXES

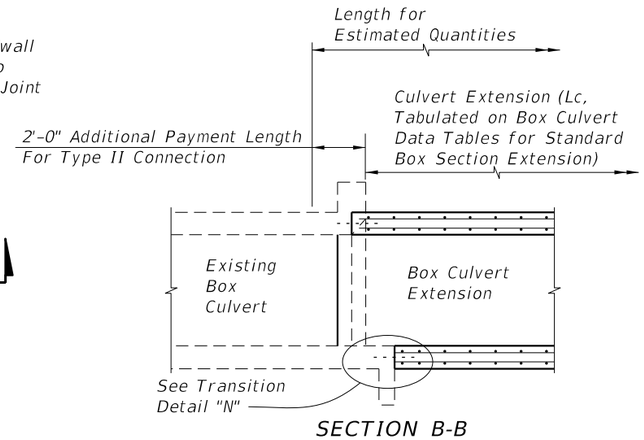


SECTION A-A

FLARED WINGWALL

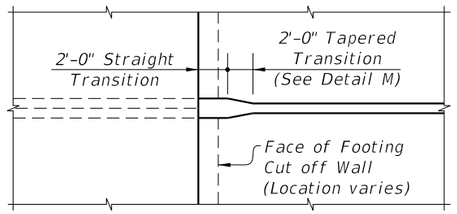


OUTSIDE WALLS OF BOXES

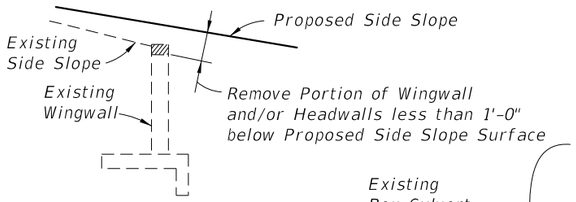


SECTION B-B

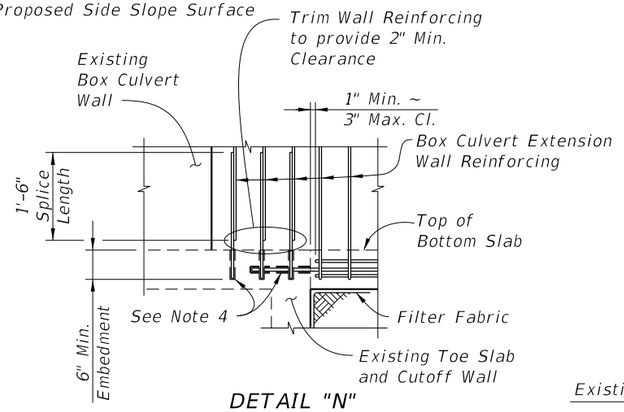
STRAIGHT WINGWALL



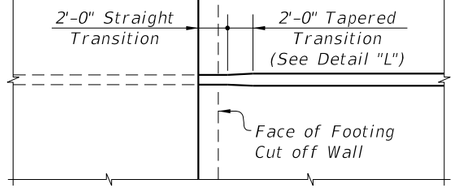
INTERIOR DOUBLE WALLS OF BOXES



SECTION C-C

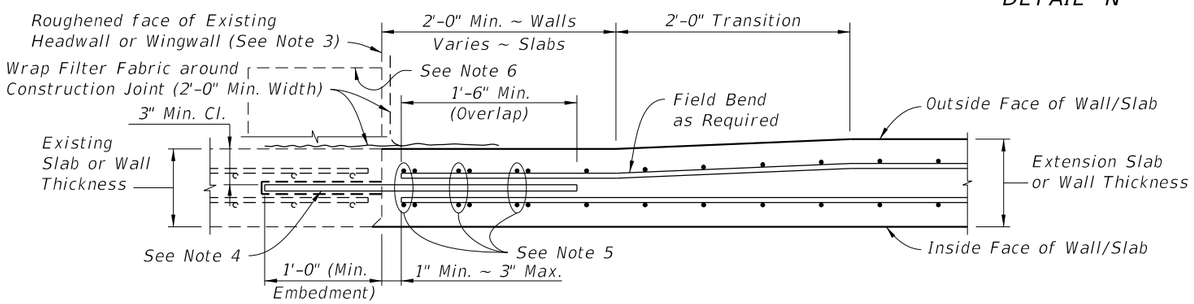


DETAIL "N"

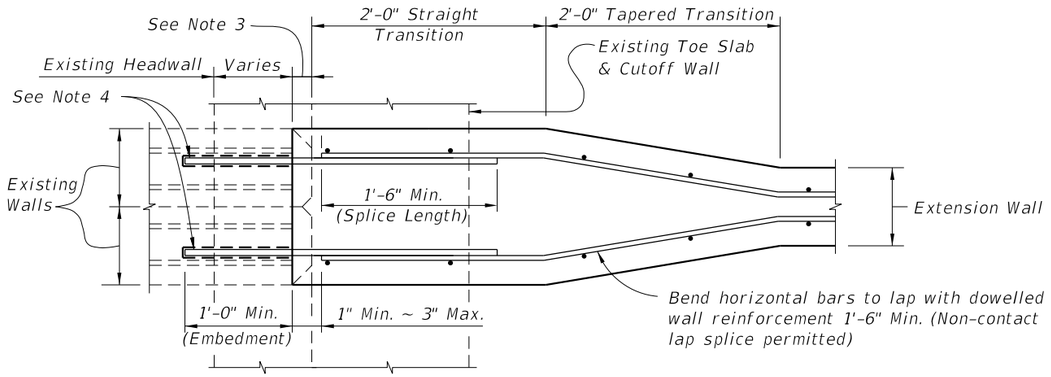


INTERIOR SINGLE WALLS OF BOXES

PLAN VIEWS



DETAIL "L" - TRANSITION FOR EXTERIOR WALL/SLAB EXTENSION
(Interior Single Walls Similar)

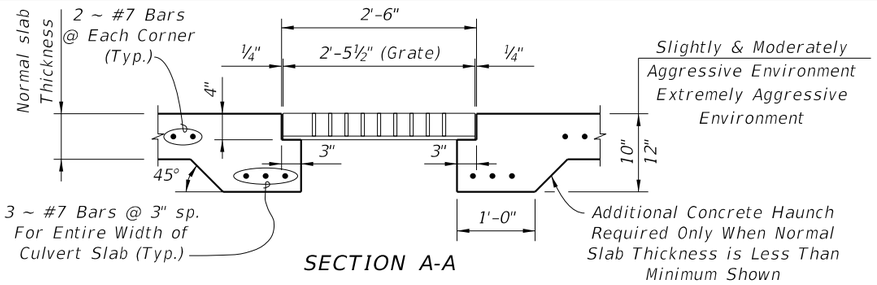


DETAIL "M" - TRANSITION FOR INTERIOR DOUBLE WALLS OF BOX CULVERTS

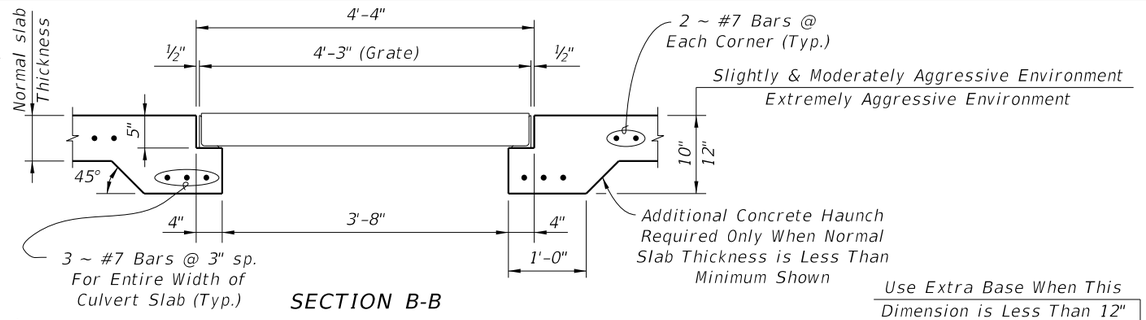
NOTES:

1. The Box Culvert Data Tables and Reinforcing Bar List do not include the additional quantities needed for dowel connections or transitions from double walls of existing concrete box culverts; the cost for additional reinforcement and the thickened concrete wall in the transitional area shall be included in the costs for concrete and steel in the culvert extension.
2. Cost for roughening and cleaning existing headwalls, wingwalls and box, and cost of doweling longitudinal reinforcing steel shall be included in the cost for concrete and steel of the culvert extension.
3. Remove existing concrete and reinforcing back to edge of any chamfers exceeding 1". Roughen and clean existing or exposed surface and coat with a Type A epoxy bonding compound in accordance with the manufacturer's recommendations.
4. Dowel in #5 Bars @ 1'-0" max. spacing horizontally into center of wall/slab. Provide vertical dowels in footing to match size, alignment and spacing of outside vertical wall reinforcing. Use an Adhesive Bonding Material System in accordance with Specifications Section 416 & 937.
5. Provide additional transverse bars for top and bottom slab, parallel and full width of any skewed joint connection when shown in the Plans.
6. Remove top of existing headwall when necessary to provide 1'-0" clearance below finished grade. Saw cut full width and seal with Type F-2 epoxy compound to protect exposed reinforcing.
7. See Box Culvert Data Table notes in Plans for Connection Types allowed.

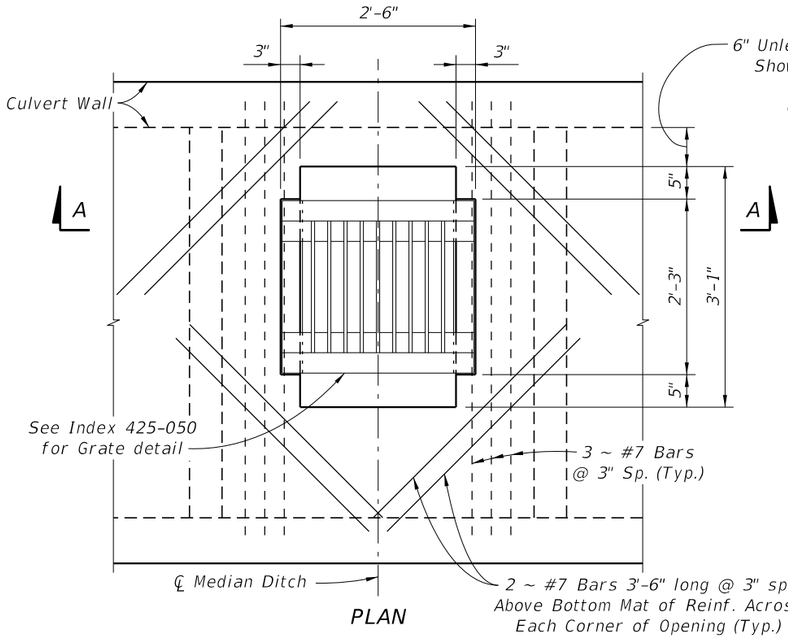
TYPE II CONNECTION DETAILS FOR CONCRETE BOX CULVERT EXTENSIONS
(ADHESIVE DOWEL TO EXISTING CONCRETE)



SECTION A-A

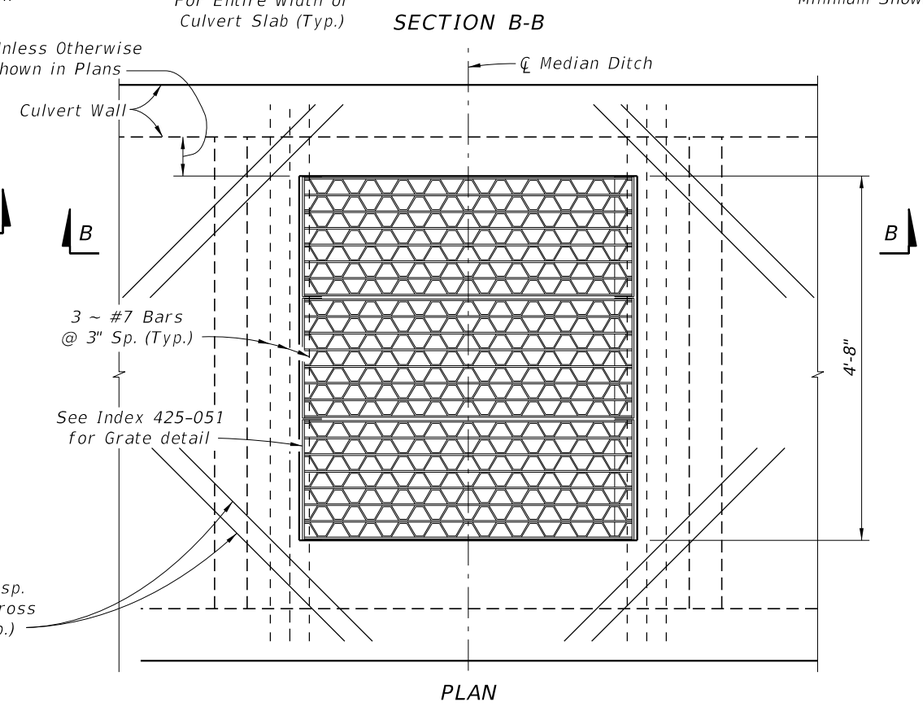


SECTION B-B



PLAN

INLET TYPE A GRATE



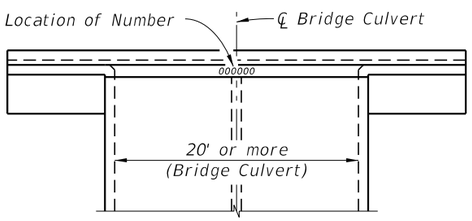
PLAN

INLET TYPE B GRATE

NOTES:

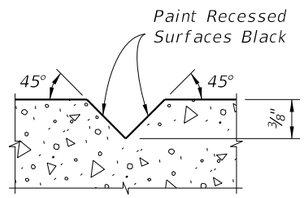
1. Cost of Steel Grating to be included in cost of Box Culvert.
2. All reinforcing shall be 2" clear for Slightly and Moderately Aggressive Environments, and 3" clear for Extremely Aggressive Environments.

INLET IN TOP OF BOX CULVERT



The number is to be placed in the center of the top surface of all bridge culvert headwalls. For Bridge Number see Plan-Profile sheet(s).

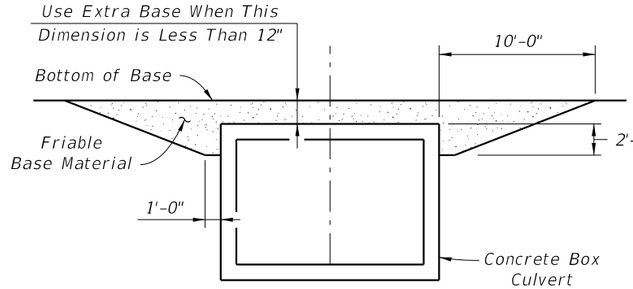
TOP VIEW OF HEADWALL



SECTION THRU RECESSED V-GROOVE TO FORM INSCRIBED FIGURES

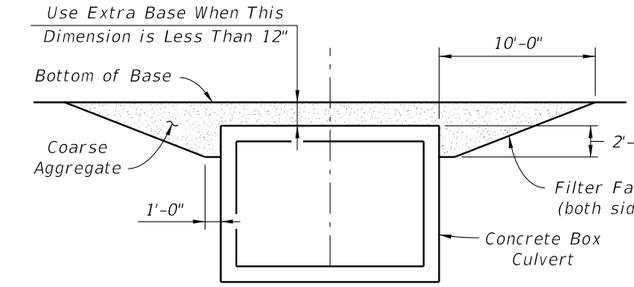
Black Plastic Figures 3" in height as approved by the Engineer may be used in lieu of numbers formed by ⅜" V-Grooves. V-Grooves shall be formed by preformed figures.

BRIDGE CULVERT NUMBER LOCATION



The cost of furnishing and installing extra friable base material shall be included in the cost of the Box Culvert.

FRIABLE BASE



Place coarse aggregate in 6 inch lifts and compact sufficiently as to be firm and unyielding. Provide coarse aggregate gravel or stone meeting the requirements of Specification Section 901-2 or 901-3 respectively. Meet the gradation requirements of Specification Section 901-6, Grades 4, 467, 5, 56 or 57 unless restricted in the plans. Provide Type D-3 filter fabric (see Specification Section 985). The cost of furnishing and installing the coarse aggregate and filter fabric shall be included in the cost of the Box Culvert.

ASPHALTIC CONCRETE BASE

NOTE: Extra base is required when cross box culverts are located on facilities subject to high speed traffic (>45 mph) or high traffic volumes (>1600 ADT) and the cover is within the range specified in the notation above.

EXTRA BASE FOR BOX CULVERTS CROSSING UNDER FLEXIBLE PAVEMENT

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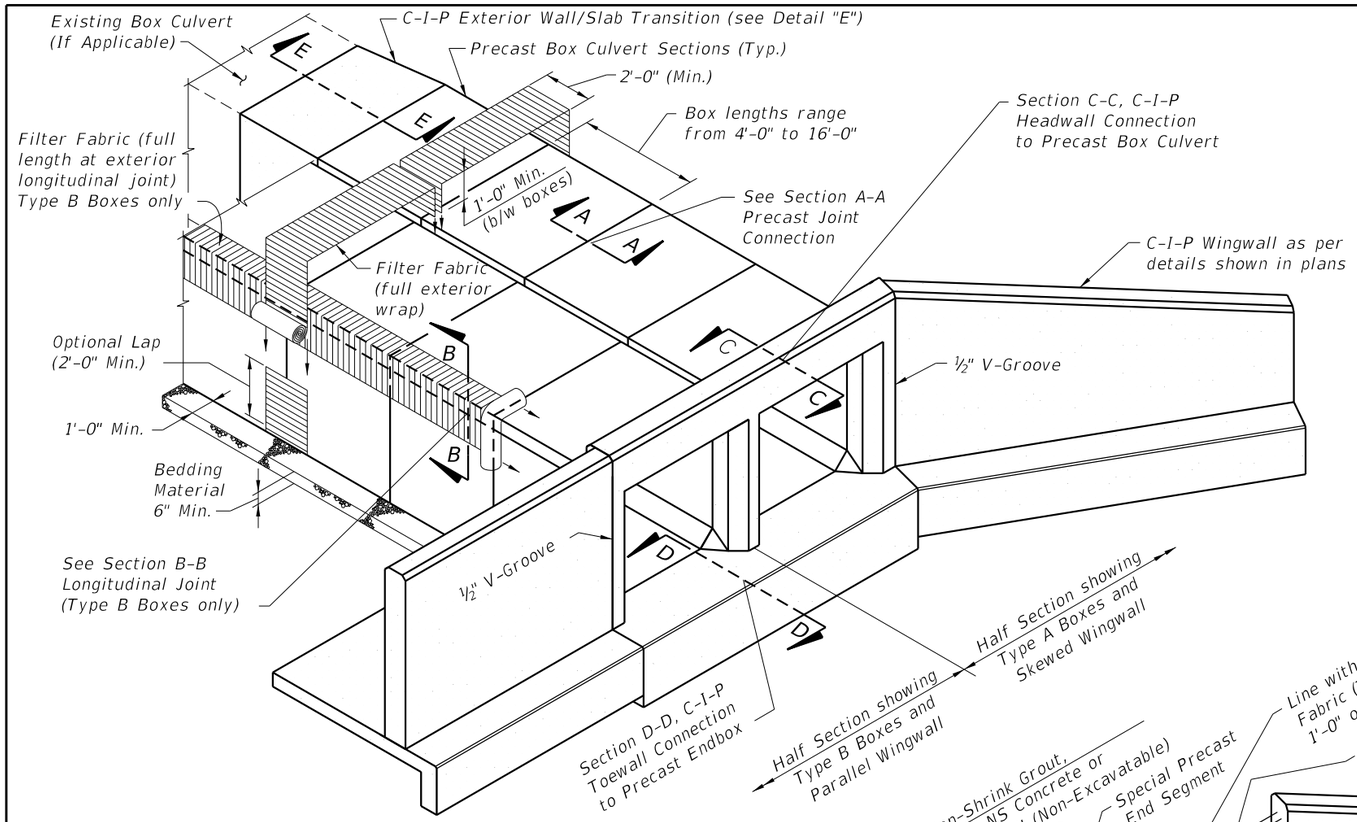
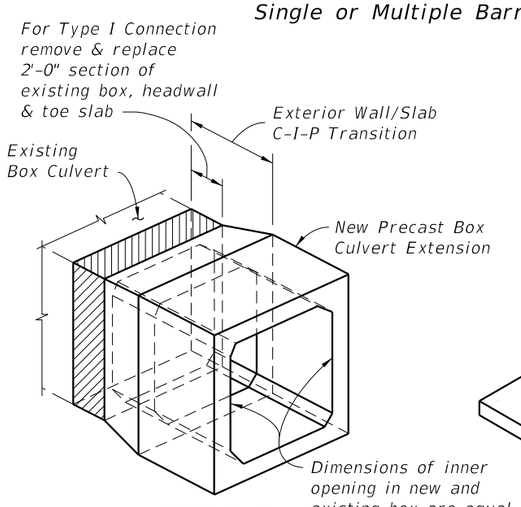
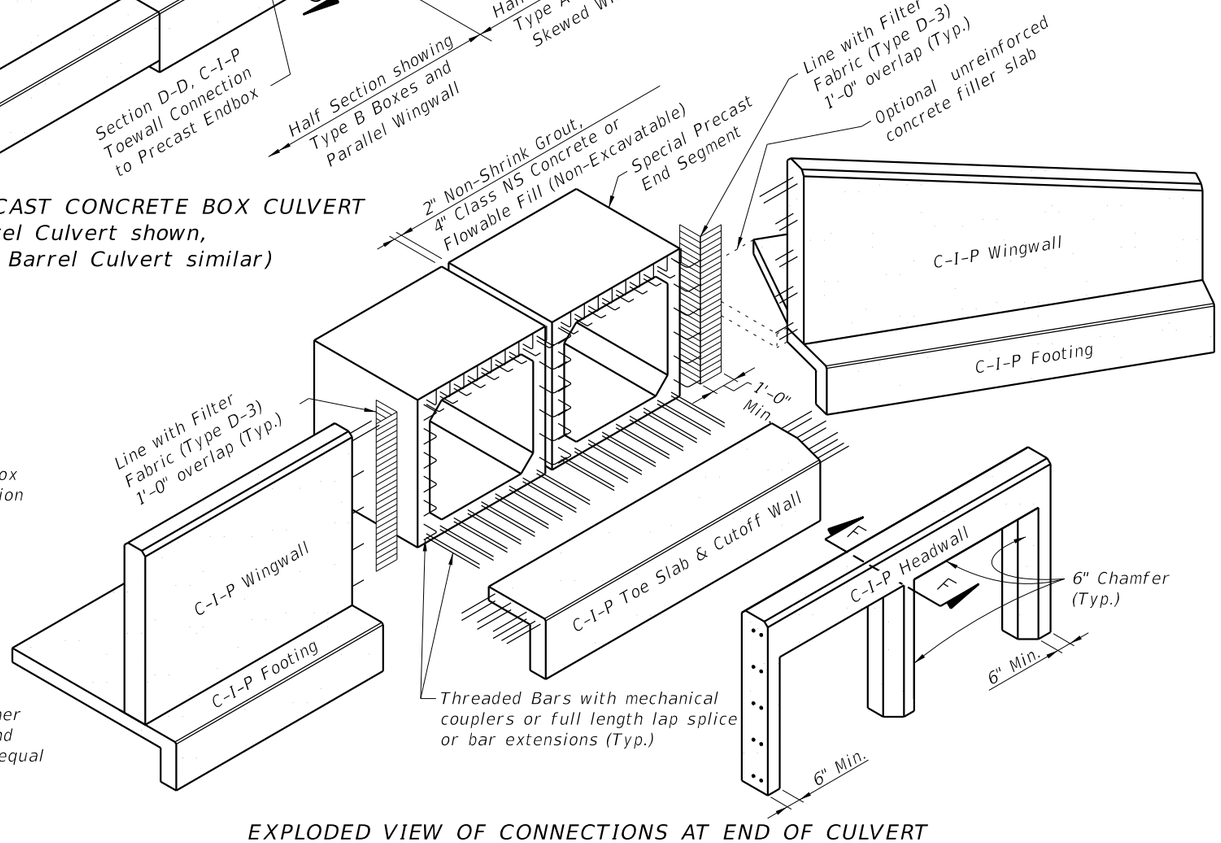


ISOMETRIC VIEW OF PRECAST CONCRETE BOX CULVERT
(Double Barrel Culvert shown, Single or Multiple Barrel Culvert similar)

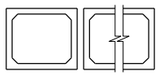
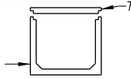
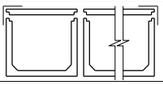
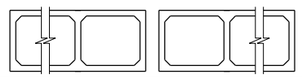


DETAIL E
PICTORIAL VIEW OF EXTERIOR WALL/SLAB TRANSITION



EXPLODED VIEW OF CONNECTIONS AT END OF CULVERT
(Double Barrel Culvert shown, Single or Multiple Barrel Culvert similar)

PERMITTED PRECAST ALTERNATE BOX SECTIONS

TYPE	DESCRIPTION	SINGLE BARREL	MULTIPLE BARRELS	DESIGN NOTES
A	Single Cell Monolithic (Four Sided)			Index 400–292 or Contractor Design
B	Single Cell Two–Piece (Four Sided)			Contractor Design
C	Multicell Monolithic	Not Applicable		Contractor Design

GENERAL NOTES:

1. Specifications:
   - General:
     - FDOT Standard Specifications for Road and Bridge Construction, Section 410 (current edition, and supplements thereto).
   - Concrete (Precast):
     - Class III or Class II Modified (5,000 psi) for slightly aggressive environments.
     - Class IV (5,500 psi) for moderately to extremely aggressive environments.
   - Concrete (Cast–In–Place):
     - Class II (3,400 psi) for slightly aggressive environments.
     - Class IV (5,500 psi) for moderately to extremely aggressive environments.
   - Reinforcing Steel:
     - Maintain minimum clearance of 2" for slightly and moderately aggressive environments or 3" for extremely aggressive environments, unless otherwise shown. Equal area substitution of welded wire (WWR) reinforcement is permitted.
2. Work this Index with the Cast–In–Place Concrete Box Culvert Details and Data Tables shown in the plans, Index 400–289 and the Precast Concrete Box Culverts shown in the shop drawings.
3. All joints between precast sections must be tongue & groove with joint sealant. Joints between cast–in–place & precast sections shall have longitudinal reinforcing extending from top, bottom & both side slabs of the precast box tied to the cast–in–place reinforcement. Single barrel culverts may have precast headwalls cast integrally with the end segment when approved by the Engineer.
4. Extension of existing multiple barrel box culverts with multiple single cell precast box culverts is not permitted unless approved by the District Structures Engineer. Full transition details must be shown in the shop drawings when approved.
5. Culverts larger than the specified size may be substituted with no additional payment to the Contractor. Substitution must be approved by the Engineer, minimum earth cover and invert elevations shown in the Contract Documents must be maintained.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	PRECAST CONCRETE BOX CULVERTS - SUPPLEMENTAL DETAILS	INDEX	SHEET
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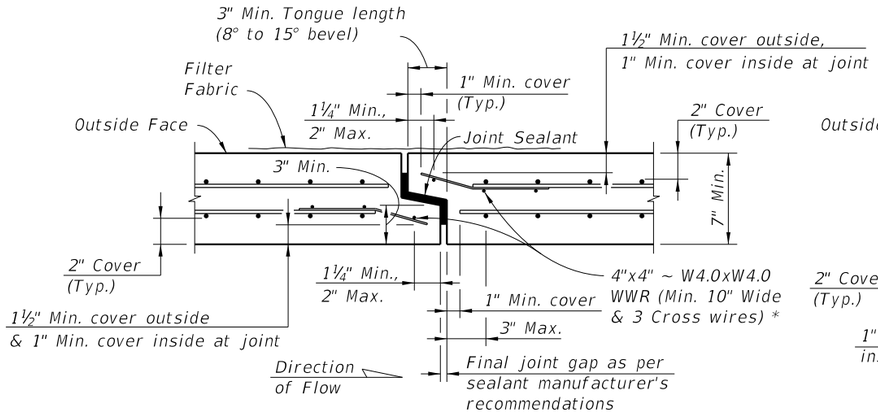
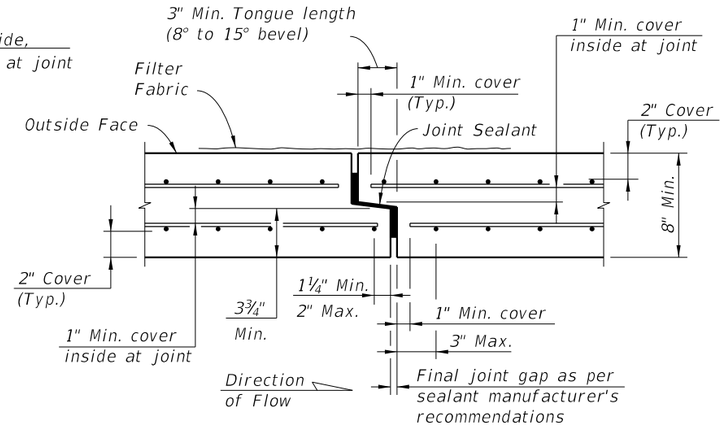
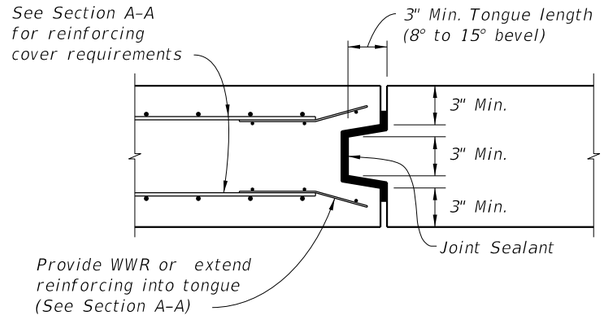


SECTION A-A
(2" Cover - Thin Wall Detail)

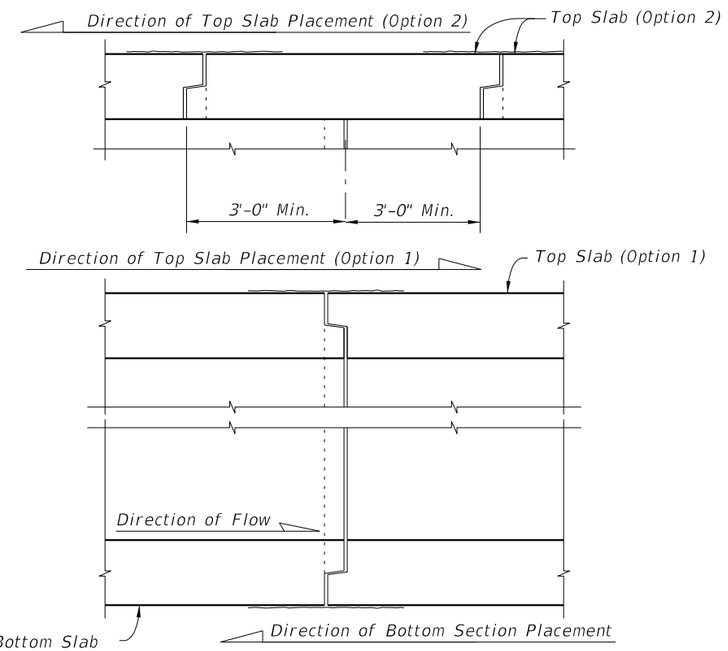


SECTION A-A
(2" Cover - Thick Wall Detail)

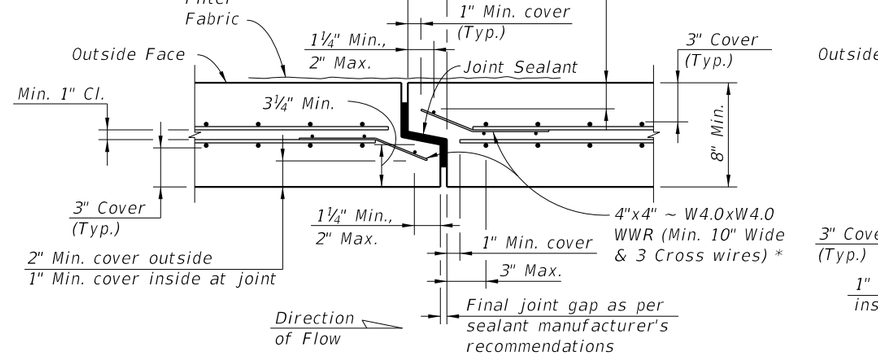


ALTERNATE BOTTOM SLAB TRANSVERSE JOINT
TYPICAL SECTION
(DOUBLE-SIDED TONGUE & GROOVE JOINT)
(All reinforcing not shown for clarity)

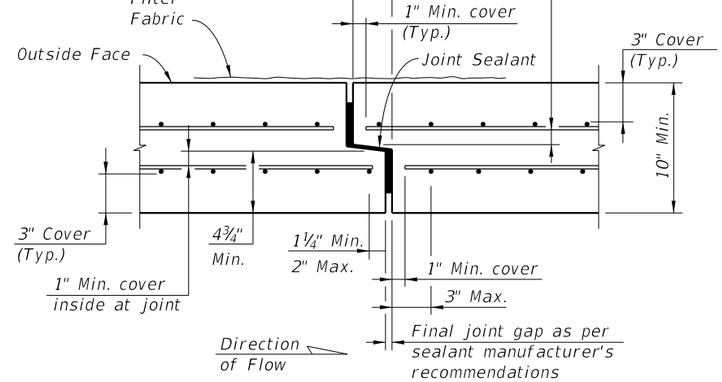
NOTE:
Bottom Slab Joints in Type B Boxes may be single tongue & groove joints as shown in Section A-A when the Top Slab Joints are oriented as shown in Schematic "A".



SCHEMATIC "A"
TYPE B BOX SECTION PLACEMENT
FOR SINGLE TONGUE & GROOVE JOINTS



SECTION A-A
(3" Cover - Thin Wall Detail)



SECTION A-A
(3" Cover - Thick Wall Detail)

* *At the Contractor's option when the box culvert reinforcing utilizes WWR, extend wall and slab reinforcing into the joint and bend to maintain cover in lieu of 4"x4" ~ W4.0xW4.0 WWR at joint. Transverse wire in tongue may be cut at corners of box to allow bending of the WWR.*

PRECAST SEGMENT TO SEGMENT TONGUE & GROOVE TRANSVERSE JOINTS

TWO-PIECE PRECAST SEGMENT ADDITIONAL JOINT DETAILS (TYPE B BOX)

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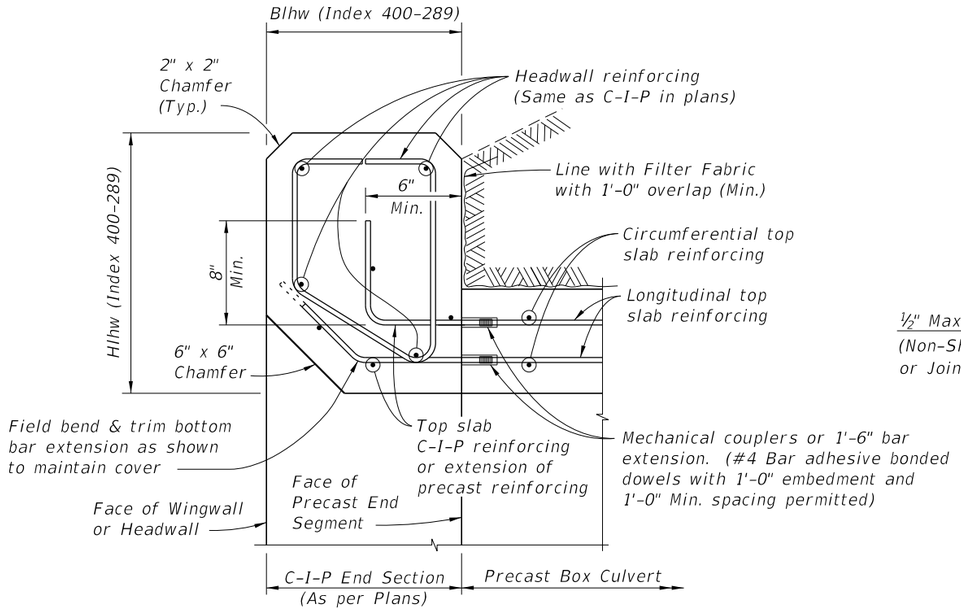
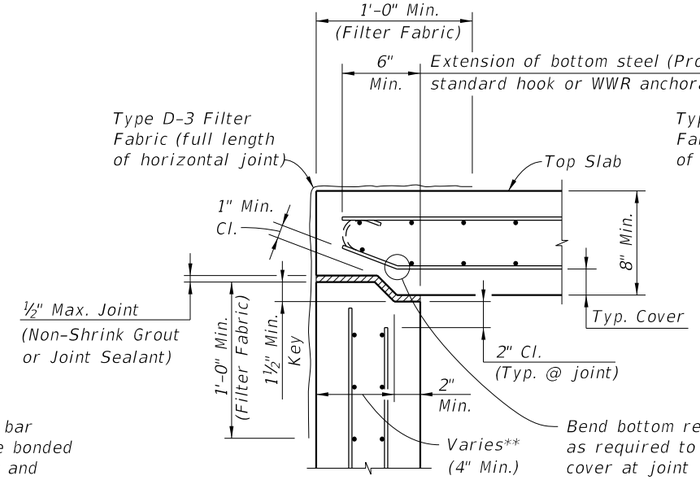
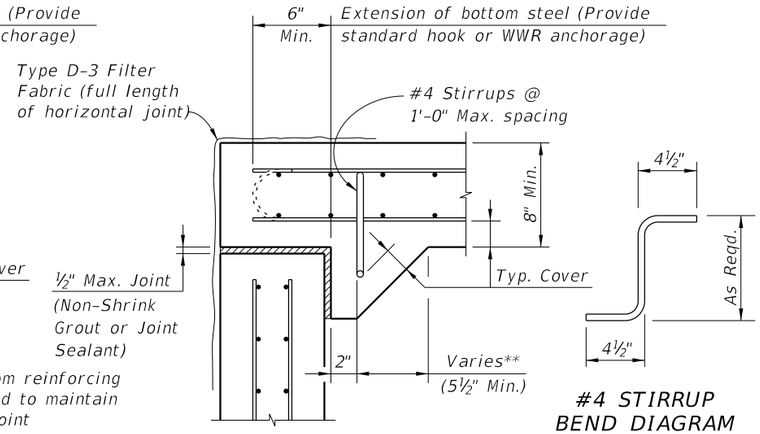


SECTION C-C
C-I-P HEADWALL DETAILS AND CONNECTION TO PRECAST BOX



SECTION B-B
TOP SLAB TO WALL JOINT
(KEYED JOINT)

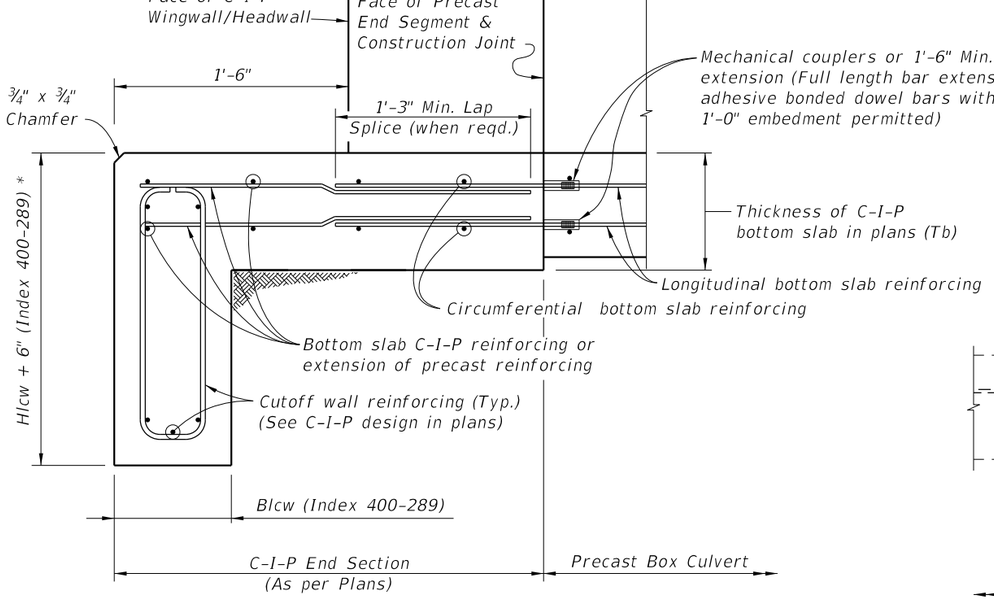


SECTION B-B
TOP SLAB TO WALL JOINT
(HAUNCHED JOINT)

#4 STIRRUP
BEND DIAGRAM

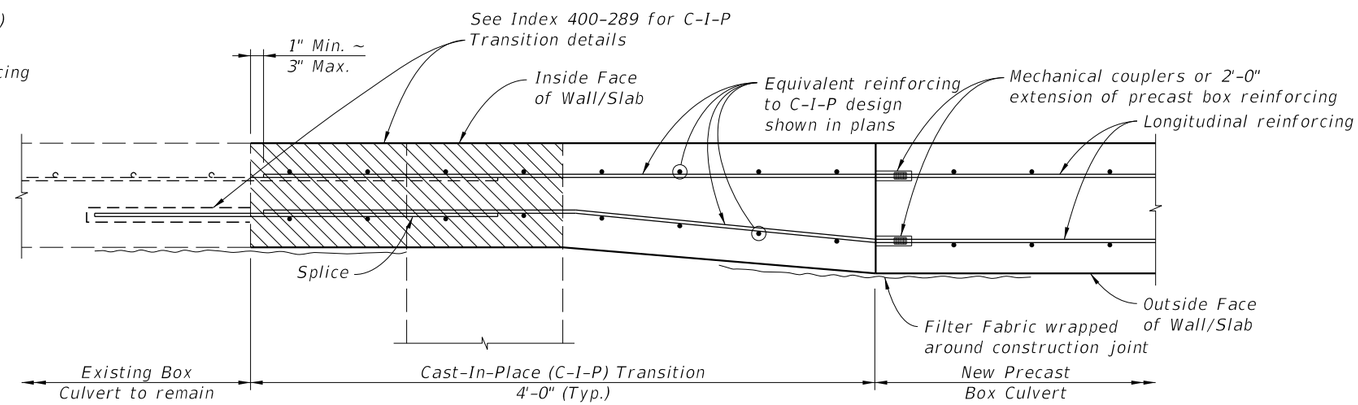
** Provide adequate width to satisfy shear strength requirements at joint

TYPE B BOX LONGITUDINAL JOINTS



SECTION D-D
C-I-P TOE SLAB & CUTOFF WALL DETAILS
AND CONNECTION TO PRECAST BOX

* Provide additional 6" depth of cutoff wall at no additional cost.



SECTION E-E
EXTERIOR WALL/SLAB TRANSITION DETAIL FOR PRECAST EXTENSION
(Type I Connection shown, Type II Connection similar)

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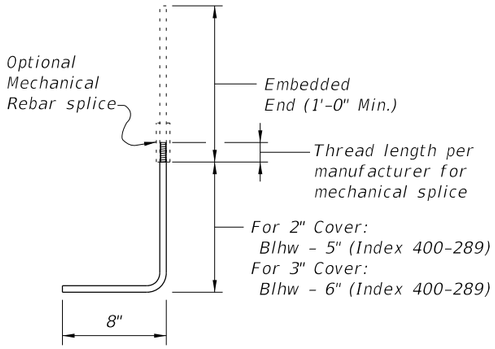
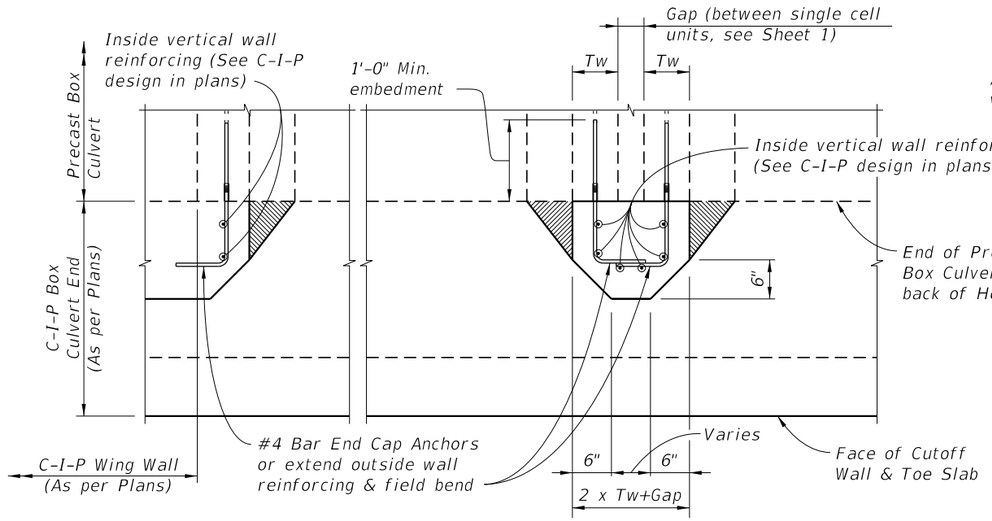
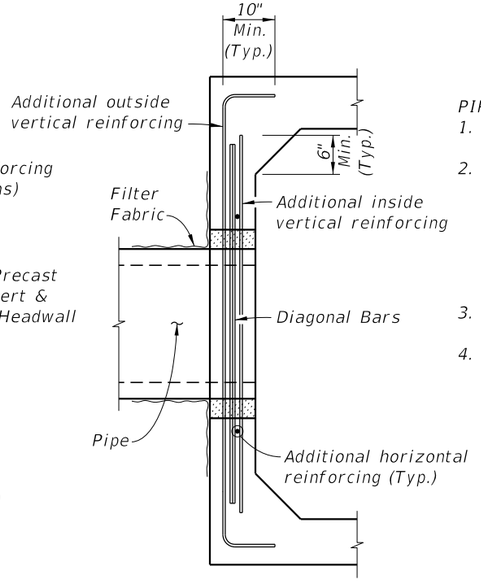


#4 BAR END CAP ANCHOR
BAR BEND DIAGRAM



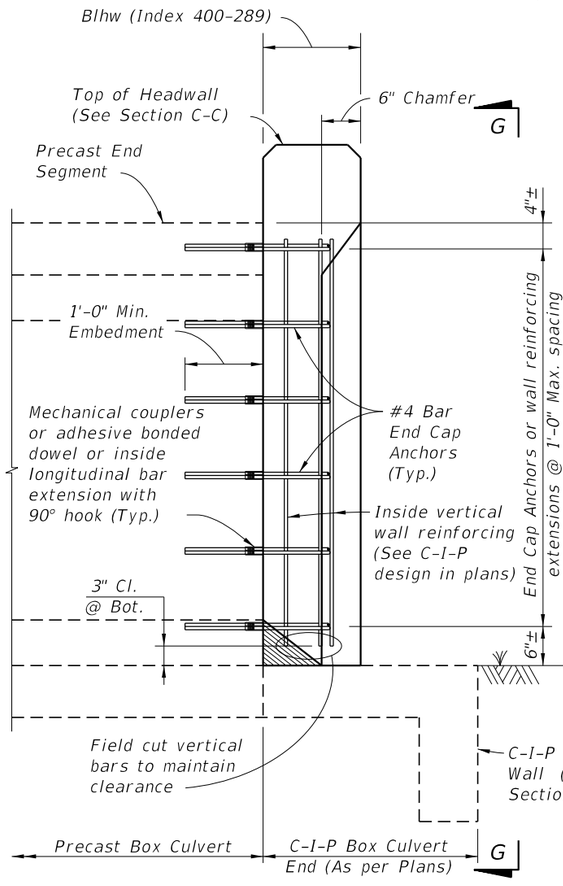
SECTION H-H



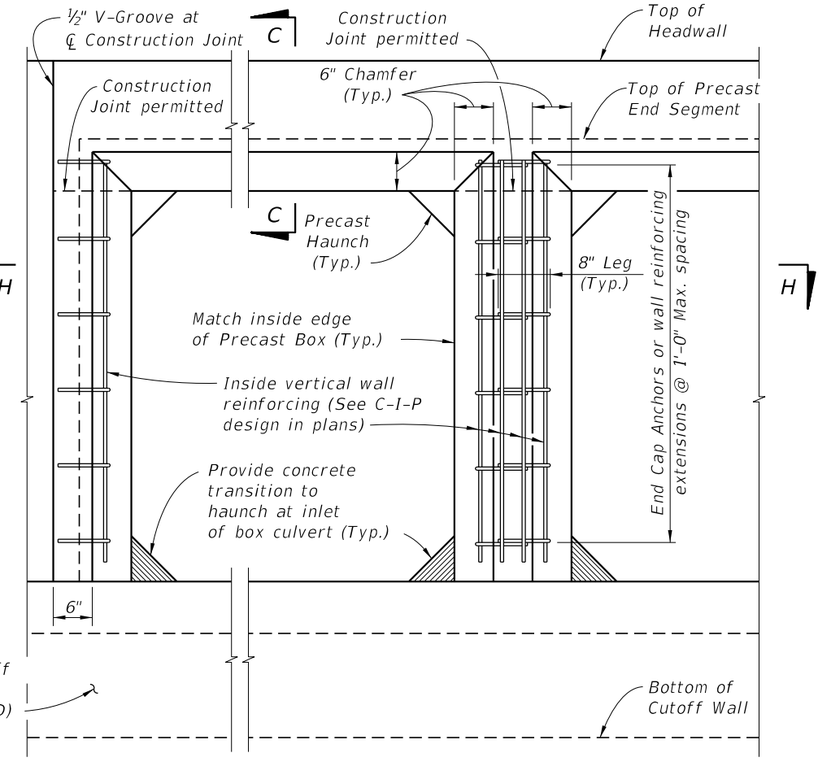
SECTION I-I
(Showing additional blockout reinforcing only)

PIPE BLOCKOUT NOTES:

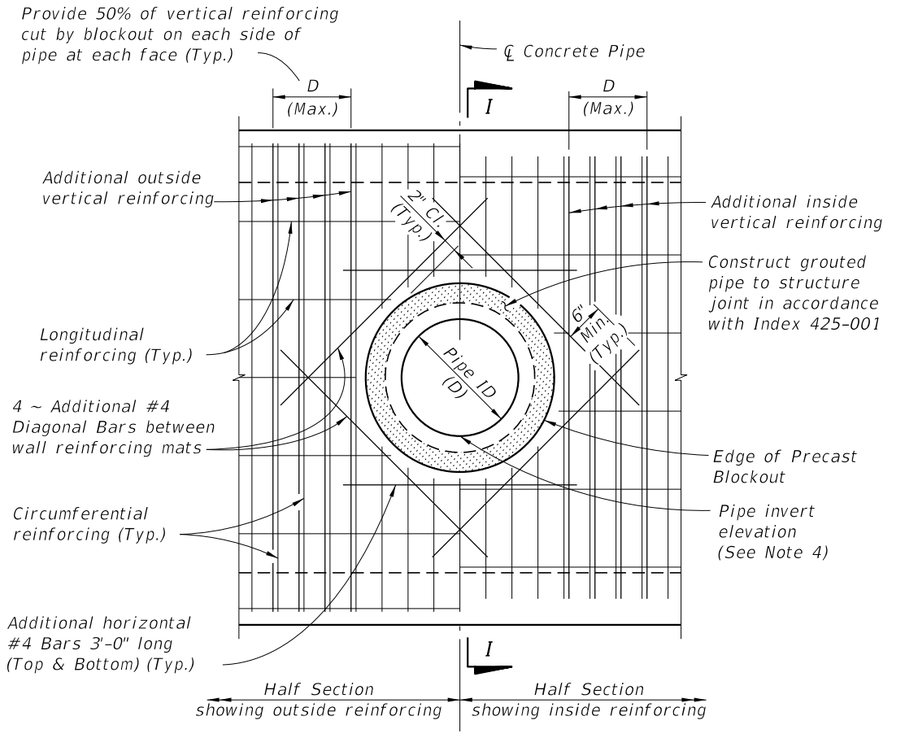
1. Cut box culvert reinforcement as required to maintain 2" cover.
2. For Precast Sections construct opening a minimum of 1'-6" away from any box to box joint, except opening may be a minimum of 1'-0" away from joint when at least 2'-0" of clearance to the box to box joint is provided on the opposite side of the pipe opening.
3. Pipe blockout diameter to be 6" greater than pipe outside diameter.
4. See Drainage Plans for size, placement, and invert elevation.



SECTION F-F



VIEW G-G
(Headwall, Toe Slab and Cutoff Wall Reinforcing not shown for clarity)



ELEVATION VIEW

PIPE BLOCKOUT DETAILS

C-I-P END CAP DETAILS AND CONNECTION TO PRECAST BOX

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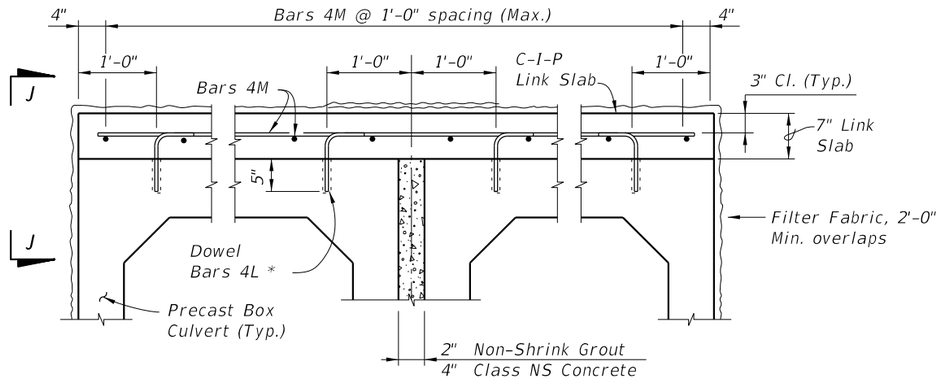
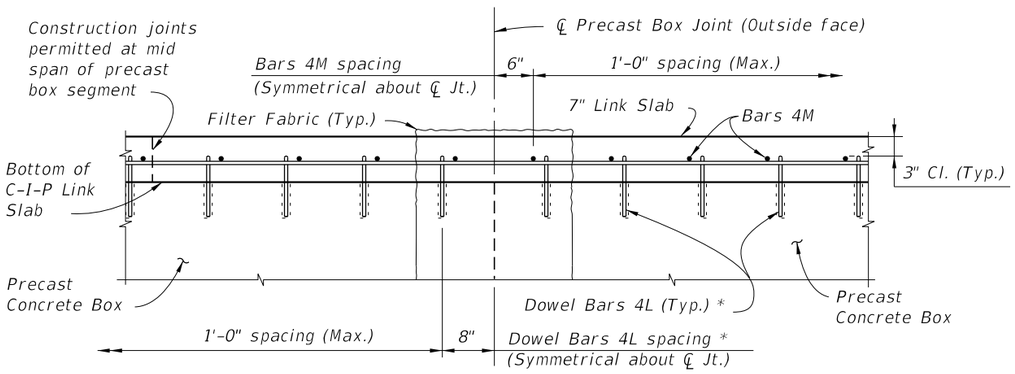


LINK SLAB TYPICAL SECTION
(Multiple Barrel Culvert shown, Single Barrel Culvert similar)

* Install dowels with an Adhesive Bonding Material System in accordance with Specification Section 416. The Contractor may substitute mechanical couplers in lieu of adhesive bonded dowels. Shift dowels to clear box culvert reinforcing.



VIEW J-J

LINK SLAB NOTES:

1. Provide a Cast-In-Place Link Slab to ensure uniform joint opening of precast box culverts when the differential settlement shown in the plans exceeds the following limits, except that a Link Slab is not required for differential settlements less than ½".

$$\Delta Y \leq \frac{(L)^2}{760 \times R \times W}$$

Where:
ΔY = Maximum Long-Term Differential Settlement (ft.)
R = Exterior height of Box Culvert (ft.)
W = Length of Box Culvert Segments (ft.)
L = Effective length for single curvature deflection (ft.)

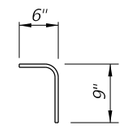
2. Extend Link Slab to back face of headwalls and to limits of existing box culverts for extensions.

ESTIMATED LINK SLAB QUANTITIES		
ITEM	UNIT	QUANTITY
Class II or IV Concrete (Culvert)	CY/SF	0.0216
Reinforcing Steel (Roadway)	Lb./SF	1.52

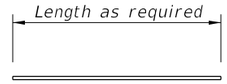
NOTE: Estimated quantities are based the plan area of precast box slabs, and are provided for information only. No additional payment will be made for Link Slabs where these are required for the precast box culverts.

BILL OF REINFORCING STEEL			
MARK	SIZE	NO. REQ'D	LENGTH
L	4	2 per Barrel/Ft.	1'-3"
M	4	As Reqd.	As Reqd.

REINFORCING STEEL BENDING DIAGRAMS



DOWEL BARS 4L

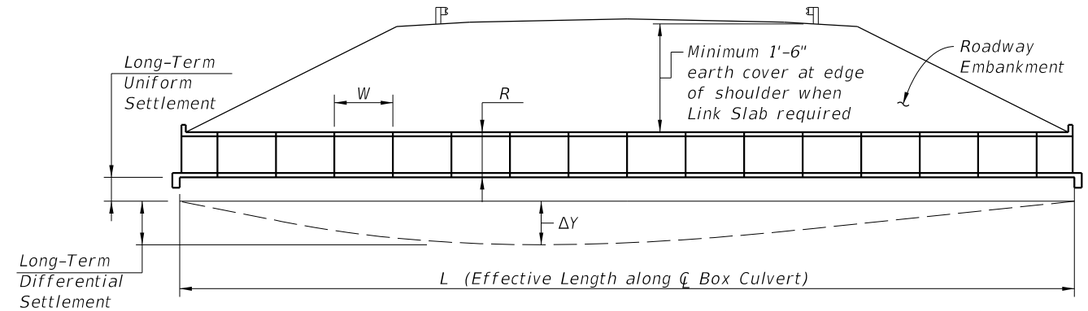


BAR 4M

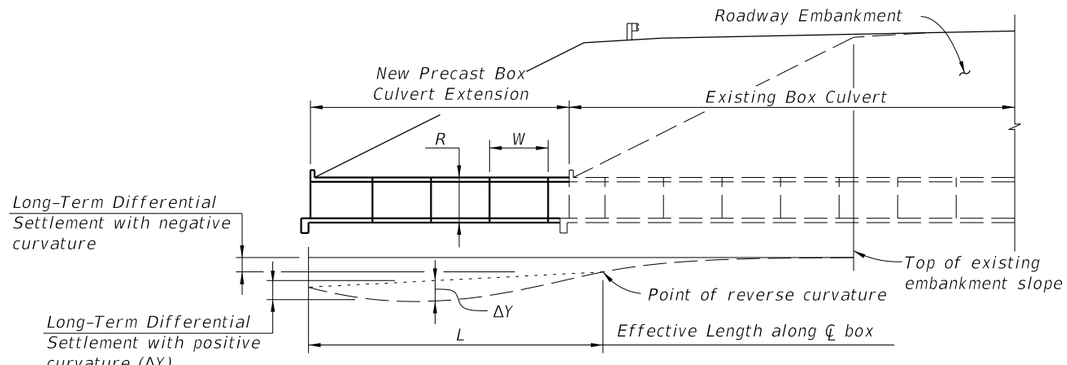
NOTES:
1. All bar dimensions are out to out.
2. Lap splice length for Bars 4M is 1'-4" minimum.

DESIGN NOTE:

1. Link Slab required when joint openings from differential settlement exceed ⅛" as determined in Link Slab Note 1.



SCHEMATIC LONGITUDINAL SECTION (NEW CONSTRUCTION)



SCHEMATIC LONGITUDINAL SECTION (WIDENING)

DIFFERENTIAL SETTLEMENT COUNTERMEASURES FOR PRECAST BOX CULVERTS

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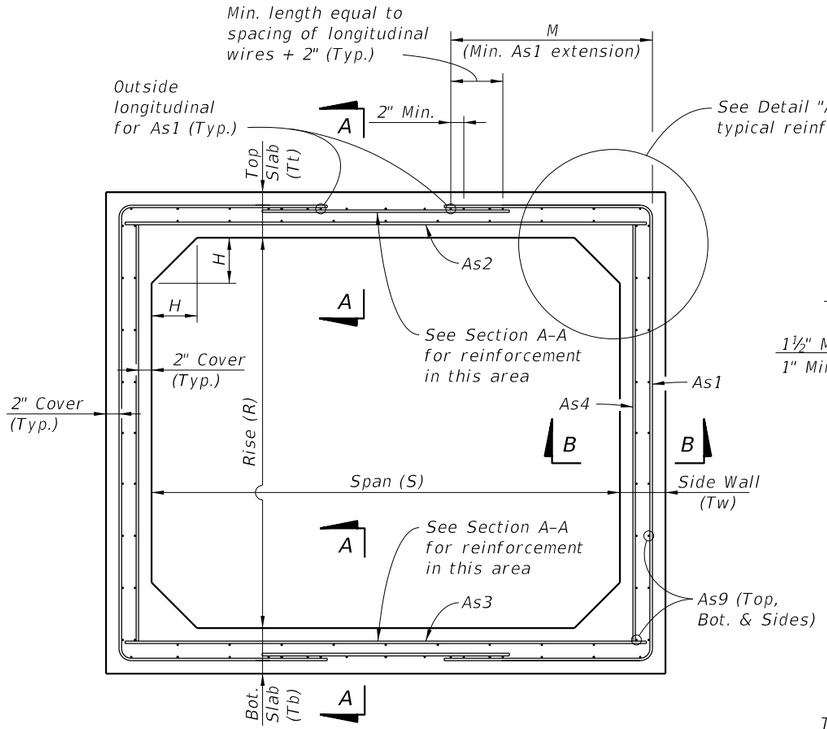
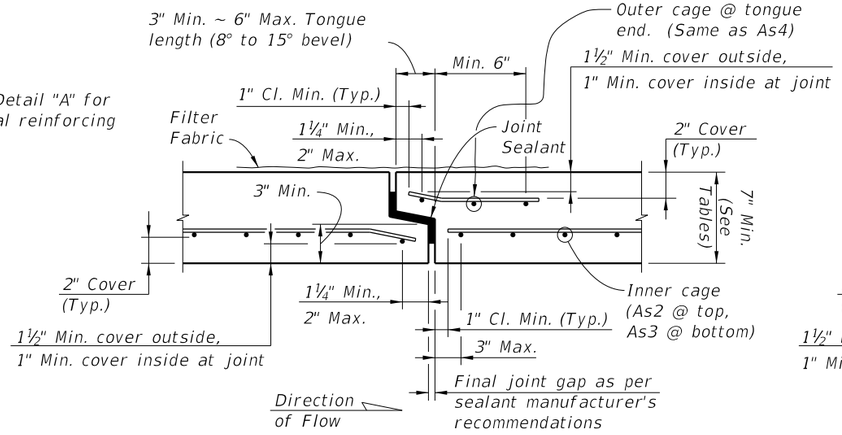
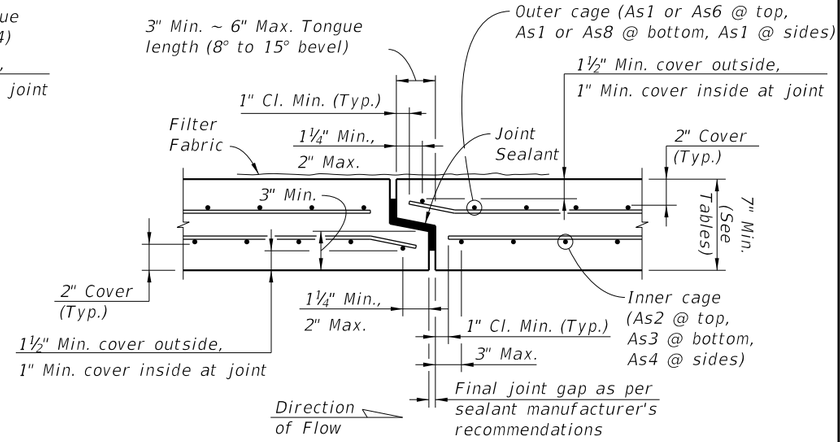


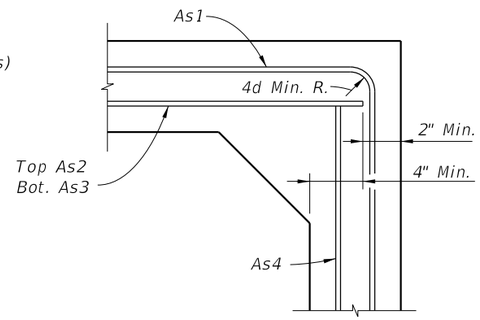
TYPICAL BOX SECTION (TYPE 2)
DESIGN EARTH COVER 2' OR GREATER
(Option 1 Reinforcing Configuration Shown)



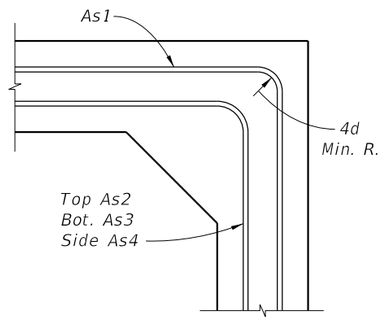
SECTION A-A



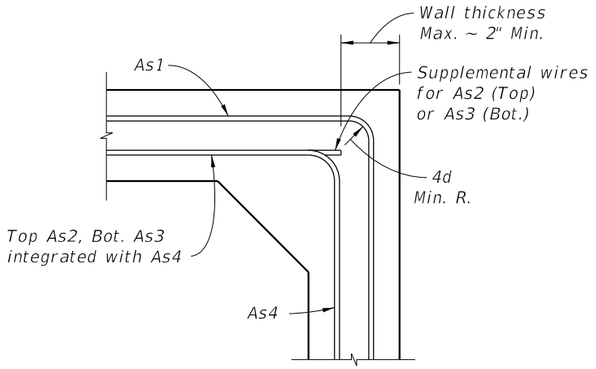
SECTION B-B
TYPICAL SECTION THRU JOINT



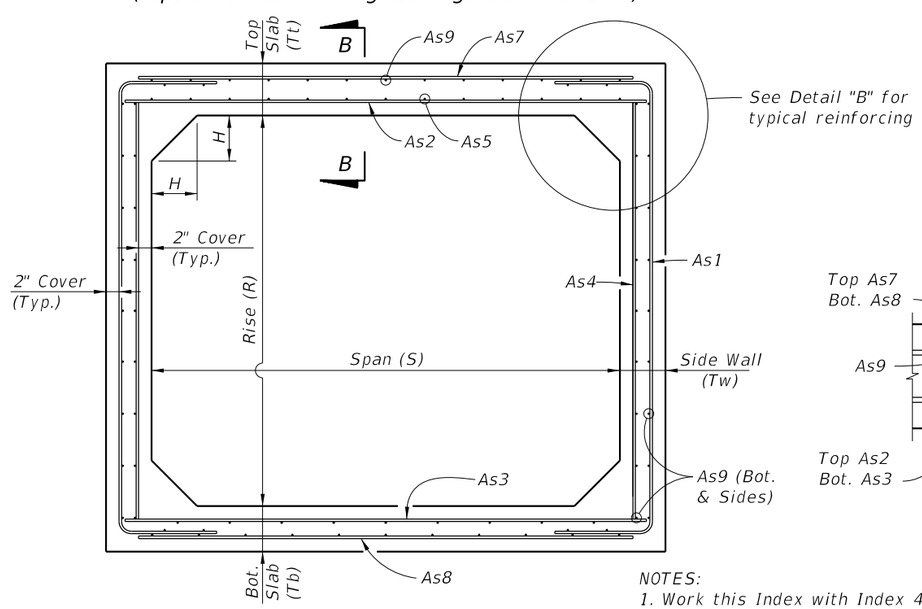
DETAIL "A"
(OPTION 1)



DETAIL "A"
(OPTION 2)

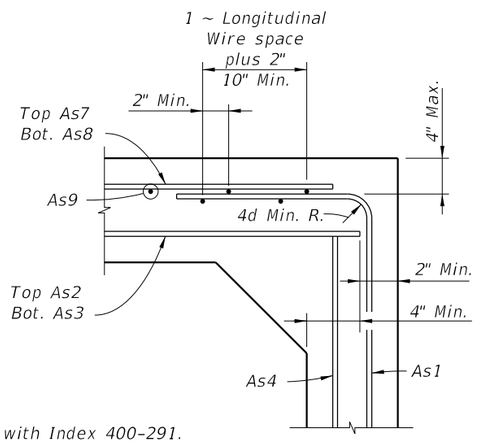


DETAIL "A"
(OPTION 3)

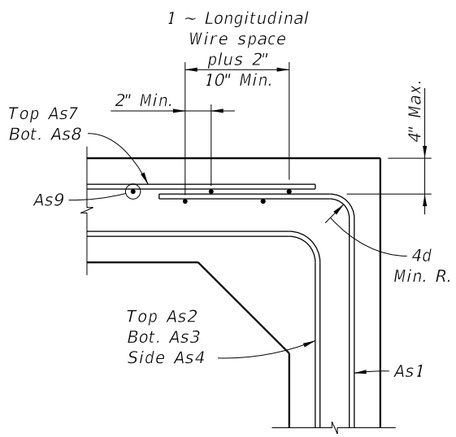


TYPICAL BOX SECTION (TYPE 1)
DESIGN EARTH COVER LESS THAN 2'
(Option 1 Reinforcing Configuration Shown)

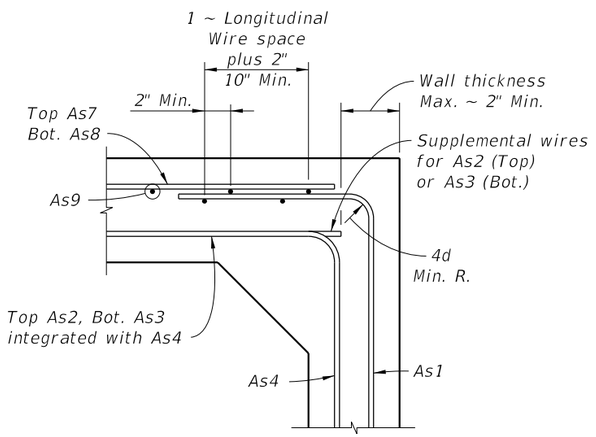
NOTES:
1. Work this Index with Index 400-291.
2. See sheets 2 thru 5 for dimensions and areas of reinforcement.



DETAIL "B"
(OPTION 1)



DETAIL "B"
(OPTION 2)



DETAIL "B"
(OPTION 3)

STANDARD PRECAST BOX CULVERT WITH 2" CONCRETE COVER

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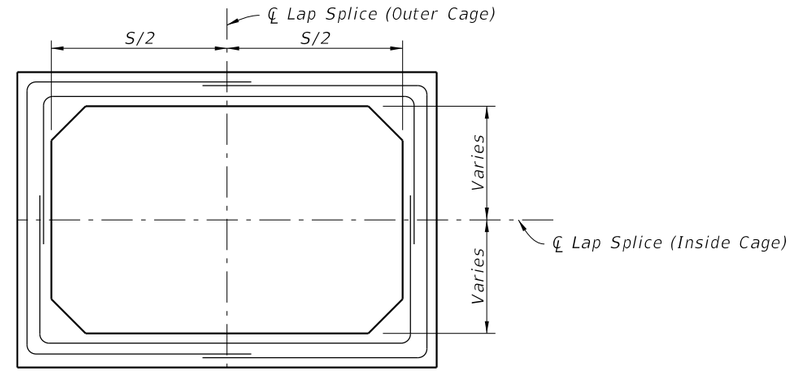
GENERAL NOTES:

1. These precast designs may be substituted for cast-in-place box culverts designed to AASHTO LRFD Bridge Design Specifications, 4th Edition. Designs are based on the design criteria shown in FDOT Structures Design Guidelines.
2. Loading: HL-93 & any fill heights between the minimum & maximum shown.
3. Only one design of precast box culvert is to be used for any installation.
4. Reinforcing steel must consist of smooth or deformed welded wire reinforcement (WWR) meeting the requirements of Specification Section 931. Longitudinal reinforcement may consist of reinforcing bars meeting the requirements of Specification Section 931. Minimum cover must be 2" for slightly or moderately aggressive environments or 3" for extremely aggressive environments, unless otherwise shown. The spacing of circumferential wires must not be less than 2" nor more than 4". The spacing of longitudinal wires or bars must not be more than 8".
5. As9 longitudinal wires must have a minimum cross-sectional area of 40% of the circumferential wires, but not less than a W2.5 or D4.0 for WWR, or #3 bars for deformed bars.
6. Welding of reinforcement must be limited to the locations shown in ASTM C1577 and in accordance with ANSI/AWS D1.4 "Structural Welding Code – Reinforcing Steel".
7. For alternate reinforcing configuration Options 2 and 3 shown in Detail "A" and "B" (Sheet 1), As1 may be extended to the middle of either slab and lap spliced with As7 and As8. As4 may be lap spliced at any location or connected to As2 or As3 at corners by welding.
8. Haunch dimensions may vary between the minimum and maximum dimensions shown in the Design Tables but only one haunch dimension must be used within the full length of the box culvert installation.
9. Submittal of redesign calculations are not required for any increase to the slab and/or wall thickness when the minimum reinforcement areas shown in the Design Tables are provided.
10. For Design Earth Cover greater than 10 feet, the Contractor may interpolate the required areas of reinforcement and slab or wall thickness. Interpolated areas of reinforcement, slab or wall thickness must be approved by the Engineer.
11. Minimum length of precast box segments is 4 feet and maximum length is 16 feet.
12. See Index 400-291 for connections to wingwalls, headwalls and other general details.



SCHEMATIC OF LAP SPLICE LOCATIONS
FOR OPTION 2 & 3 REINFORCING CONFIGURATIONS

TABLE 1A - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 3' & 4' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
3' x 3'	7	7	7	4 to 8	0.33' - <2'	0.17	0.29	0.21	0.17	0.17	0.17	0.17	See General Note 5	–
					2' - <3'	0.13	0.28	0.21	0.09	–	–	–		31
					3' - <5'	0.09	0.17	0.17	0.09	–	–	–		31
					5' - 10'	0.09	0.17	0.17	0.09	–	–	–		31
					15'	0.09	0.17	0.17	0.09	–	–	–		31
					20'	0.12	0.17	0.17	0.09	–	–	–		31
					25'	0.14	0.18	0.18	0.09	–	–	–		31
					30'	0.17	0.21	0.22	0.09	–	–	–		31
					35'	0.19	0.25	0.25	0.09	–	–	–		31
4' x 3'	7	7	7	4 to 8	0.33' - <2'	0.19	0.38	0.26	0.17	0.19	0.17	0.19		–
					2' - <3'	0.19	0.38	0.26	0.09	–	–	–		38
					3' - <5'	0.14	0.20	0.22	0.09	–	–	–		38
					5' - 10'	0.11	0.17	0.17	0.09	–	–	–		38
					15'	0.15	0.17	0.18	0.09	–	–	–		38
					20'	0.20	0.23	0.23	0.09	–	–	–		38
					25'	0.24	0.28	0.29	0.09	–	–	–		38
					30'	0.29	0.34	0.35	0.09	–	–	–		38
4' x 4'	7	7	7	4 to 8	0.33' - <2'	0.19	0.41	0.28	0.17	0.21	0.17	0.19		–
					2' - <3'	0.19	0.41	0.28	0.09	–	–	–		38
					3' - <5'	0.14	0.21	0.24	0.09	–	–	–		38
					5' - 10'	0.12	0.17	0.17	0.09	–	–	–		38
					15'	0.16	0.19	0.20	0.09	–	–	–		38
					20'	0.21	0.25	0.25	0.09	–	–	–		38
					25'	0.26	0.31	0.32	0.09	–	–	–		38
					30'	0.31	0.37	0.38	0.09	–	–	–		38

TABLE 1B - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 3' & 4' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
3' x 3'	8	8	8	4 to 8	0.33' - <2'	0.20	0.26	0.32	0.20	0.20	0.20	0.20	See General Note 5	–
					2' - <3'	0.16	0.25	0.31	0.10	–	–	–		31
					3' - <5'	0.10	0.20	0.20	0.10	–	–	–		31
					5' - 10'	0.10	0.20	0.20	0.10	–	–	–		31
					15'	0.10	0.20	0.20	0.10	–	–	–		31
					20'	0.10	0.20	0.20	0.10	–	–	–		31
					25'	0.11	0.20	0.20	0.10	–	–	–		31
					30'	0.13	0.20	0.20	0.10	–	–	–		31
					35'	0.15	0.21	0.21	0.10	–	–	–		31
4' x 3'	8	8	8	4 to 8	0.33' - <2'	0.20	0.31	0.22	0.20	0.20	0.20	0.20		–
					2' - <3'	0.12	0.31	0.22	0.10	–	–	–		38
					3' - <5'	0.12	0.20	0.20	0.10	–	–	–		38
					5' - 10'	0.10	0.20	0.20	0.10	–	–	–		38
					15'	0.12	0.20	0.20	0.10	–	–	–		38
					20'	0.16	0.20	0.20	0.10	–	–	–		38
					25'	0.19	0.24	0.24	0.10	–	–	–		38
					30'	0.22	0.28	0.29	0.10	–	–	–		38
4' x 4'	8	8	8	4 to 8	0.33' - <2'	0.20	0.33	0.24	0.20	0.20	0.20	0.20		–
					2' - <3'	0.17	0.33	0.24	0.10	–	–	–		38
					3' - <5'	0.12	0.20	0.20	0.10	–	–	–		38
					5' - 10'	0.10	0.20	0.20	0.10	–	–	–		38
					15'	0.13	0.20	0.20	0.10	–	–	–		38
					20'	0.16	0.21	0.22	0.10	–	–	–		38
					25'	0.20	0.26	0.27	0.10	–	–	–		38
					30'	0.23	0.31	0.32	0.10	–	–	–		38

NOTES: 1. See Sheet 1 for Reinforcing Details and dimension locations.
2. See Sheet 14 for WWR Bending Diagram.

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TABLE 2A - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 5' & 6' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
5' x 3'	7	7	7	4 to 8	0.33' - <2'	0.31	0.48	0.42	0.17	0.21	0.23	0.31	See General Note 5	-
					2' - <3'	0.31	0.48	0.42	0.09	-	-	-		45
					3' - <5'	0.20	0.27	0.27	0.09	-	-	-		36
					5' - 10'	0.17	0.19	0.21	0.09	-	-	-		36
					15'	0.24	0.25	0.25	0.09	-	-	-		35
					20'	0.32	0.33	0.33	0.09	-	-	-		35
					25'	0.39	0.41	0.42	0.09	-	-	-		35
					30'	0.47	0.50	0.50	0.09	-	-	-		35
5' x 4'	7	7	7	4 to 8	0.33' - <2'	0.30	0.51	0.45	0.17	0.23	0.21	0.30		-
					2' - <3'	0.30	0.51	0.45	0.09	-	-	-		45
					3' - <5'	0.18	0.30	0.29	0.09	-	-	-		45
					5' - 10'	0.17	0.21	0.23	0.09	-	-	-		36
					15'	0.24	0.27	0.28	0.09	-	-	-		35
					20'	0.31	0.36	0.37	0.09	-	-	-		35
					25'	0.39	0.45	0.46	0.09	-	-	-		35
					30'	0.46	0.55	0.56	0.09	-	-	-		35
5' x 5'	7	7	7	4 to 8	0.33' - <2'	0.30	0.53	0.48	0.17	0.24	0.21	0.30		-
					2' - <3'	0.29	0.53	0.48	0.09	-	-	-		45
					3' - <5'	0.19	0.31	0.31	0.09	-	-	-		45
					5' - 10'	0.19	0.22	0.25	0.09	-	-	-		45
					15'	0.26	0.29	0.31	0.09	-	-	-		36
					20'	0.34	0.39	0.40	0.09	-	-	-		35
					25'	0.41	0.49	0.50	0.09	-	-	-		35
					30'	0.49	0.59	0.61	0.09	-	-	-		35
6' x 3'	7.5	7	7	4 to 12	0.33' - <2'	0.39	0.54	0.48	0.17	0.22	0.25	0.39		-
	7	7	7		2' - <3'	0.39	0.58	0.49	0.09	-	-	-		43
					3' - <5'	0.28	0.36	0.36	0.09	-	-	-		39
					5' - 10'	0.25	0.26	0.28	0.09	-	-	-		39
					15'	0.36	0.34	0.34	0.09	-	-	-		38
					20'	0.47	0.46	0.46	0.09	-	-	-		38
	7	7.5	7		25'	0.59	0.57	0.55	0.09	-	-	-		38
	8	8	7		30'	0.60	0.64	0.64	0.09	-	-	-		38
6' x 4'	7.5	7	7	4 to 12	0.33' - <2'	0.37	0.58	0.52	0.17	0.24	0.23	0.37		-
	7	7	7		2' - <3'	0.37	0.61	0.53	0.09	-	-	-		43
					3' - <5'	0.26	0.39	0.39	0.09	-	-	-		39
					5' - 10'	0.24	0.28	0.31	0.09	-	-	-		39
					15'	0.35	0.37	0.38	0.09	-	-	-		38
					20'	0.46	0.50	0.50	0.09	-	-	-		38
	7	7.5	7		25'	0.56	0.63	0.60	0.09	-	-	-		38
	8	8	7		30'	0.58	0.69	0.69	0.09	-	-	-		38
6' x 5'	7.5	7	7	4 to 12	0.33' - <2'	0.36	0.60	0.56	0.17	0.25	0.22	0.36		-
	7	7	7		2' - <3'	0.36	0.64	0.56	0.09	-	-	-		43
					3' - <5'	0.26	0.410	0.42	0.09	-	-	-		43
					5' - 10'	0.25	0.30	0.33	0.09	-	-	-		39
					15'	0.34	0.40	0.41	0.09	-	-	-		38
					20'	0.46	0.54	0.54	0.09	-	-	-		38
	7	7.5	7		25'	0.56	0.67	0.65	0.09	-	-	-		38
	8	8	8		30'	0.60	0.74	0.74	0.09	-	-	-		38
6' x 6'	7.5	7	7	4 to 12	0.33' - <2'	0.36	0.63	0.59	0.17	0.26	0.22	.036		-
	7	7	7		2' - <3'	0.35	0.67	0.59	0.09	-	-	-		52
					3' - <5'	0.27	0.43	0.44	0.09	-	-	-		52
					5' - 10'	0.27	0.32	0.35	0.09	-	-	-		43
					15'	0.38	0.43	0.44	0.09	-	-	-		39
					20'	0.50	0.57	0.59	0.09	-	-	-		39
	7	7.5	7		25'	0.60	0.72	0.70	0.09	-	-	-		38
	8	8	7		30'	0.67	0.78	0.79	0.09	-	-	-		38

TABLE 2B - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 5' & 6' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
5' x 3'	8	8	8	4 to 8	0.33' - <2'	0.26	0.39	0.36	0.20	0.20	0.20	0.26	See General Note 5	-
					2' - <3'	0.26	0.39	0.36	0.10	-	-	-		45
					3' - <5'	0.16	0.23	0.24	0.10	-	-	-		36
					5' - 10'	0.13	0.20	0.20	0.10	-	-	-		36
					15'	0.19	0.21	0.22	0.10	-	-	-		35
					20'	0.24	0.28	0.28	0.10	-	-	-		35
					25'	0.30	0.34	0.35	0.10	-	-	-		35
					30'	0.36	0.41	0.41	0.10	-	-	-		35
5' x 4'	8	8	8	4 to 8	0.33' - <2'	0.25	0.42	0.38	0.20	0.20	0.20	0.25		-
					2' - <3'	0.25	0.42	0.38	0.10	-	-	-		45
					3' - <5'	0.16	0.25	0.25	0.10	-	-	-		45
					5' - 10'	0.13	0.20	0.20	0.10	-	-	-		36
					15'	0.19	0.23	0.24	0.10	-	-	-		35
					20'	0.24	0.30	0.31	0.10	-	-	-		35
					25'	0.30	0.37	0.38	0.10	-	-	-		35
					30'	0.35	0.45	0.46	0.10	-	-	-		35
5' x 5'	8	8	8	4 to 8	0.33' - <2'	0.25	0.44	0.41	0.20	0.20	0.20	0.25		-
					2' - <3'	0.25	0.44	0.41	0.10	-	-	-		45
					3' - <5'	0.16	0.26	0.27	0.10	-	-	-		45
					5' - 10'	0.15	0.20	0.22	0.10	-	-	-		45
					15'	0.20	0.25	0.26	0.10	-	-	-		36
					20'	0.26	0.32	0.33	0.10	-	-	-		35
					25'	0.32	0.40	0.41	0.10	-	-	-		35
					30'	0.37	0.48	0.49	0.10	-	-	-		35
6' x 3'	8	8	8	4 to 12	0.33' - <2'	0.32	0.47	0.41	0.20	0.20	0.25	0.32		-
					2' - <3'	0.32	0.47	0.41	0.10	-	-	-		43
					3' - <5'	0.23	0.30	0.31	0.10	-	-	-		39
					5' - 10'	0.19	0.22	0.24	0.10	-	-	-		39
					15'	0.28	0.29	0.29	0.10	-	-	-		38
					20'	0.36	0.38	0.38	0.10	-	-	-		38
					25'	0.45	0.47	0.47	0.10	-	-	-		38
					30'	0.54	0.57	0.57	0.10	-	-	-		38
6' x 4'	8	8	8	4 to 12	0.33' - <2'	0.31	0.50	0.44	0.20	0.21	0.23	0.31		-
					2' - <3'	0.31	0.50	0.44	0.10	-	-	-		43
					3' - <5'	0.23	0.32	0.34	0.10	-	-	-		39
					5' - 10'	0.19	0.24	0.26	0.10	-	-	-		39
					15'	0.27	0.31	0.32	0.10	-	-	-		38
					20'	0.35	0.41	0.41	0.10	-	-	-		38
					25'	0.43	0.51	0.51	0.10	-	-	-		38
					30'	0.52	0.62	0.62	0.10	-	-	-		38
6' x 5'	8	8	8	4 to 12	0.33' - <2'	0.30	0.52	0.47	0.20	0.22	0.22	0.30		-
					2' - <3'	0.30	0.52	0.47	0.10	-	-	-		43
					3' - <5'	0.22	0.34	0.36	0.10	-	-	-		43
					5' - 10'	0.20	0.26	0.28	0.10	-	-	-		39
					15'	0.27	0.33	0.34	0.10	-	-	-		38
					20'	0.36	0.44	0.45	0.10	-	-	-		38
					25'	0.44	0.55	0.55	0.10	-	-	-		38
					30'	0.52	0.66	0.67	0.10	-	-	-		38
6' x 6'	8	8	8	4 to 12	0.33' - <2'	0.30	0.54	0.50	0.20	0.22	0.22	0.30		-
					2' - <3'	0.30	0.54	0.50	0.10	-	-	-		52
					3' - <5'	0.23	0.36	0.38	0.10	-	-	-		52
					5' - 10'	0.21	0.27	0.30	0.10	-	-	-		43
					15'	0.29	0.35	0.37	0.10	-	-	-		39
					20'	0.38	0.47	0.48	0.10	-	-	-		39
					25'	0.47	0.59	0.60	0.10	-	-	-		38
					30'	0.55	0.70	0.71	0.10	-	-	-		38

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TABLE 3 - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 7' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
7' x 4'	8	8	8	4 to 12	0.33' – <2'	0.37	0.58	0.49	0.20	0.22	0.29	0.37	See General Note 5	–
					2' – <3'	0.37	0.58	0.49	0.10	–	–	–		43
					3' – <5'	0.30	0.40	0.42	0.10	–	–	–		43
					5' – 10'	0.26	0.30	0.33	0.10	–	–	–		43
					15'	0.37	0.40	0.40	0.10	–	–	–		41
					20'	0.49	0.53	0.53	0.10	–	–	–		41
	8	8	8	7 to 12	25'	0.60	0.67	0.66	0.10	–	–	–		41
	8.5	8.5	8		30'	0.68	0.79	0.78	0.10	–	–	–		41
7' x 5'	8	8	8	4 to 12	0.33' – <2'	0.36	0.60	0.53	0.20	0.23	0.28	0.36		–
					2' – <3'	0.36	0.60	0.53	0.10	–	–	–		47
					3' – <5'	0.30	0.42	0.45	0.10	–	–	–		43
					5' – 10'	0.26	0.32	0.35	0.10	–	–	–		43
					15'	0.37	0.43	0.44	0.10	–	–	–		41
					20'	0.48	0.57	0.57	0.10	–	–	–		41
	8	8	8	7 to 12	25'	0.60	0.72	0.72	0.10	–	–	–		41
	8.5	8.5	8		30'	0.67	0.84	0.84	0.10	–	–	–		41
7' x 6'	8	8	8	4 to 12	0.33' – <2'	0.36	0.63	0.56	0.20	0.24	0.27	0.36		–
					2' – <3'	0.36	0.63	0.56	0.10	–	–	–		59
					3' – <5'	0.29	0.44	0.47	0.10	–	–	–		47
					5' – 10'	0.27	0.34	0.37	0.10	–	–	–		43
					15'	0.38	0.46	0.46	0.10	–	–	–		41
					20'	0.49	0.60	0.61	0.10	–	–	–		41
	8	8	8	7 to 12	25'	0.61	0.76	0.76	0.10	–	–	–		41
	8.5	8.5	8		30'	0.69	0.89	0.89	0.10	–	–	–		41
7' x 7'	8	8	8	4 to 12	0.33' – <2'	0.36	0.65	0.58	0.20	0.25	0.27	0.36		–
					2' – <3'	0.36	0.65	0.58	0.10	–	–	–		59
					3' – <5'	0.30	0.46	0.50	0.10	–	–	–		59
					5' – 10'	0.30	0.35	0.50	0.10	–	–	–		47
					15'	0.41	0.48	0.50	0.10	–	–	–		43
					20'	0.53	0.64	0.65	0.10	–	–	–		43
	8	8	8	7 to 12	25'	0.65	0.80	0.81	0.10	–	–	–		43
	8.5	9	8		30'	0.72	0.92	0.91	0.10	–	–	–		41

TABLE 4 - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 8' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
8' x 4'	9	8.5	8	4 to 12	0.33' – <2'	0.40	0.60	0.52	0.20	0.22	0.28	0.39	See General Note 5	–
	8	8	8		2' – <3'	0.45	0.66	0.54	0.10	–	–	–		50
					3' – <5'	0.39	0.48	0.50	0.10	–	–	–		50
					5' – 10'	0.34	0.38	0.40	0.10	–	–	–		45
					15'	0.49	0.51	0.50	0.10	–	–	–		41
					20'	0.65	0.68	0.66	0.10	–	–	–		41
	8.5	8.5	8	8 to 12	25'	0.76	0.83	0.80	0.10	–	–	–		41
	9.5	9.5	8		30'	0.79	0.94	0.92	0.10	–	–	–		41
8' x 5'	9	8.5	8	4 to 12	0.33' – <2'	0.38	0.65	0.59	0.20	0.22	0.30	0.37		–
	8	8	8		2' – <3'	0.43	0.69	0.58	0.10	–	–	–		50
					3' – <5'	0.37	0.51	0.53	0.10	–	–	–		45
					5' – 10'	0.33	0.41	0.42	0.10	–	–	–		45
					15'	0.48	0.54	0.53	0.10	–	–	–		41
					20'	0.63	0.73	0.70	0.10	–	–	–		41
	8.5	8.5	8	8 to 12	25'	0.74	0.88	0.86	0.10	–	–	–		41
	9.5	9.5	8		30'	0.77	1.00	0.98	0.10	–	–	–		41
8' x 6'	9	9	8	4 to 12	0.33' – <2'	0.32	0.65	0.58	0.20	0.23	0.25	0.31		–
	8	8	8		2' – <3'	0.42	0.71	0.61	0.10	–	–	–		50
					3' – <5'	0.37	0.54	0.56	0.10	–	–	–		50
					5' – 10'	0.34	0.43	0.45	0.10	–	–	–		45
					15'	0.49	0.57	0.57	0.10	–	–	–		41
					20'	0.64	0.77	0.76	0.10	–	–	–		41
	8.5	8.5	8	8 to 12	25'	0.74	0.94	0.92	0.10	–	–	–		41
	9.5	9.5	8		30'	0.78	1.05	1.04	0.10	–	–	–		41
8' x 7'	9	9	8	4 to 12	0.33' – <2'	0.31	0.67	0.60	0.20	0.24	0.24	0.31		–
	8	8	8		2' – <3'	0.42	0.74	0.64	0.10	–	–	–		55
					3' – <5'	0.37	0.56	0.59	0.10	–	–	–		55
					5' – 10'	0.36	0.45	0.47	0.10	–	–	–		50
					15'	0.51	0.61	0.61	0.10	–	–	–		45
					20'	0.66	0.81	0.80	0.10	–	–	–		41
	8.5	8.5	8	8 to 12	25'	0.78	0.98	0.97	0.10	–	–	–		41
	9.5	9.5	8		30'	0.84	1.10	1.09	0.10	–	–	–		41
8' x 8'	9	9	8	4 to 12	0.33' – <2'	0.32	0.68	0.62	0.20	0.24	0.25	0.32		–
	8	8	8		2' – <3'	0.43	0.76	0.67	0.14	–	–	–		65
					3' – <5'	0.38	0.58	0.61	0.14	–	–	–		65
					5' – 10'	0.39	0.46	0.50	0.13	–	–	–		55
					15'	0.55	0.64	0.65	0.10	–	–	–		45
					20'	0.71	0.86	0.85	0.10	–	–	–		45
	8.5	8.5	8	8 to 12	25'	0.84	1.03	1.02	0.10	–	–	–		41
	9.5	9.5	8		30'	0.93	1.15	1.15	0.10	–	–	–		41

NOTES:
1. See Sheet 1 for Reinforcing Details and dimension locations.
2. See Sheet 2 for General Notes.
3. See Sheet 14 for Welded Wire Reinforcement Bending Diagram.

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TABLE 5 - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 9' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
9' x 5'	9.5	9.5	9	4	0.33' - <2'	0.41	0.62	0.53	0.22	0.23	0.34	0.38	See General Note 5	-
	9	9	9	to 12	2' - <3'	0.44	0.65	0.54	0.11	-	-	-		54
					3' - <5'	0.39	0.53	0.51	0.11	-	-	-		49
					5' - 10'	0.35	0.42	0.44	0.11	-	-	-		49
					15'	0.50	0.56	0.55	0.11	-	-	-		44
					20'	0.65	0.75	0.73	0.11	-	-	-		44
	9.5	9.5	9	8 to 12	25'	0.77	0.92	0.90	0.11	-	-	-		44
	10.5	11	9		30'	0.81	1.05	1.02	0.11	-	-	-		44
9' x 6'	9.5	9.5	9	4	0.33' - <2'	0.38	0.64	0.56	0.23	0.23	0.33	0.37		-
	9	9	9	to 12	2' - <3'	0.43	0.67	0.57	0.11	-	-	-		54
					3' - <5'	0.37	0.55	0.54	0.11	-	-	-		49
					5' - 10'	0.35	0.45	0.47	0.11	-	-	-		49
					15'	0.49	0.60	0.59	0.11	-	-	-		44
					20'	0.65	0.80	0.78	0.11	-	-	-		44
	9.5	9.5	9	8 to 12	25'	0.76	0.98	0.95	0.11	-	-	-		44
	10.5	11	9		30'	0.80	1.10	1.08	0.11	-	-	-		44
9' x 7'	9.5	9.5	9	4	0.33' - <2'	0.37	0.67	0.59	0.22	0.23	0.32	0.37		-
	9	9	9	to 12	2' - <3'	0.42	0.69	0.60	0.11	-	-	-		59
					3' - <5'	0.37	0.58	0.56	0.11	-	-	-		54
					5' - 10'	0.36	0.47	0.49	0.11	-	-	-		49
					15'	0.50	0.63	0.63	0.11	-	-	-		44
					20'	0.66	0.84	0.80	0.11	-	-	-		44
	9.5	9.5	9	8 to 12	25'	0.77	1.02	1.00	0.11	-	-	-		44
	10.5	11	9		30'	0.81	1.15	1.13	0.11	-	-	-		44
9' x 8'	9.5	9.5	9	4	0.33' - <2'	0.37	0.68	0.61	0.22	0.23	0.31	0.37		-
	9	9	9	to 12	2' - <3'	0.42	0.71	0.62	0.11	-	-	-		59
					3' - <5'	0.37	0.60	0.59	0.11	-	-	-		59
					5' - 10'	0.38	0.49	0.51	0.11	-	-	-		54
					15'	0.53	0.66	0.66	0.11	-	-	-		44
					20'	0.68	0.88	0.87	0.11	-	-	-		44
	9.5	9.5	9	8 to 12	25'	0.81	1.07	1.05	0.11	-	-	-		44
	10.5	11	9		30'	0.86	1.20	1.18	0.11	-	-	-		44
9' x 9'	9.5	9.5	9	4	0.33' - <2'	0.38	0.70	0.63	0.22	0.23	0.32	0.38		-
	9	9	9	to 12	2' - <3'	0.43	0.73	0.65	0.15	-	-	-		72
					3' - <5'	0.38	0.62	0.61	0.15	-	-	-		72
					5' - 10'	0.41	0.50	0.53	0.14	-	-	-		59
					15'	0.57	0.69	0.70	0.12	-	-	-		49
					20'	0.73	0.92	0.91	0.11	-	-	-		49
	9.5	10	9	8 to 12	25'	0.83	1.11	1.09	0.11	-	-	-		44
	10.5	11	9		30'	0.93	1.25	1.23	0.11	-	-	-		44

TABLE 6 - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 10' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
10' x 5'	10	10	10	4	0.33' - <2'	0.46	0.62	0.52	0.24	0.24	0.41	0.45	See General Note 5	-
				to 12	2' - <3'	0.46	0.62	0.52	0.12	-	-	-		58
					3' - <5'	0.42	0.54	0.50	0.12	-	-	-		53
					5' - 10'	0.38	0.46	0.49	0.12	-	-	-		52
					15'	0.52	0.59	0.58	0.12	-	-	-		47
					20'	0.69	0.78	0.76	0.12	-	-	-		47
	10.5	10.5	10	8 to 12	25'	0.81	0.97	0.93	0.12	-	-	-		47
	11.5	12	10		30'	0.87	1.11	1.11	0.12	-	-	-		47
10' x 6'	10	10	10	4	0.33' - <2'	0.44	0.64	0.54	0.24	0.24	0.39	0.44		-
				to 12	2' - <3'	0.44	0.64	0.54	0.12	-	-	-		58
					3' - <5'	0.39	0.57	0.52	0.12	-	-	-		52
					5' - 10'	0.37	0.48	0.52	0.12	-	-	-		52
					15'	0.51	0.62	0.61	0.12	-	-	-		47
					20'	0.67	0.83	0.80	0.12	-	-	-		47
	10.5	10.5	10	8 to 12	25'	0.79	1.02	0.99	0.12	-	-	-		47
	11.5	12	10		30'	0.85	1.17	1.14	0.12	-	-	-		47
10' x 7'	10	10	10	4	0.33' - <2'	0.43	0.66	0.57	0.24	0.24	0.38	0.43		-
				to 12	2' - <3'	0.43	0.66	0.57	0.12	-	-	-		58
					3' - <5'	0.38	0.59	0.55	0.12	-	-	-		58
					5' - 10'	0.37	0.50	0.54	0.12	-	-	-		52
					15'	0.52	0.66	0.65	0.12	-	-	-		47
					20'	0.67	0.87	0.85	0.12	-	-	-		47
	10.5	10.5	10	8 to 12	25'	0.79	1.07	1.04	0.12	-	-	-		47
	11.5	12	10		30'	0.84	1.22	1.19	0.12	-	-	-		47
10' x 8'	10	10	10	4	0.33' - <2'	0.43	0.68	0.60	0.24	0.24	0.38	0.43		-
				to 12	2' - <3'	0.43	0.68	0.60	0.12	-	-	-		64
					3' - <5'	0.38	0.62	0.57	0.12	-	-	-		58
					5' - 10'	0.38	0.52	0.57	0.12	-	-	-		52
					15'	0.53	0.69	0.68	0.12	-	-	-		47
					20'	0.68	0.91	0.89	0.12	-	-	-		47
	10.5	10.5	10	8 to 12	25'	0.81	1.12	1.09	0.12	-	-	-		47
	11.5	12	10		30'	0.86	1.27	1.25	0.12	-	-	-		47
10' x 9'	10	10	10	4	0.33' - <2'	0.43	0.70	0.62	0.24	0.24	0.38	0.43		-
				to 12	2' - <3'	0.43	0.70	0.62	0.12	-	-	-		70
					3' - <5'	0.39	0.64	0.60	0.12	-	-	-		64
					5' - 10'	0.40	0.54	0.59	0.12	-	-	-		58
					15'	0.56	0.72	0.72	0.12	-	-	-		52
					20'	0.71	0.95	0.94	0.12	-	-	-		47
	10.5	11	10	8 to 12	25'	0.82	1.15	1.13	0.12	-	-	-		47
	11.5	12	10		30'	0.90	1.32	1.30	0.12	-	-	-		47
10' x 10'	10	10	10	4	0.33' - <2'	0.44	0.71	0.64	0.24	0.24	0.38	0.44		-
				to 12	2' - <3'	0.44	0.71	0.64	0.17	-	-	-		79
					3' - <5'	0.40	0.65	0.62	0.16	-	-	-		70
					5' - 10'	0.44	0.56	0.61	0.15	-	-	-		64
					15'	0.60	0.75	0.76	0.12	-	-	-		52
					20'	0.76	0.99	0.99	0.12	-	-	-		52
	10.5	11	10	8 to 12	25'	0.86	1.20	1.18	0.12	-	-	-		47
	11.5	12	10		30'	0.97	1.36	1.35	0.13	-	-	-		47

NOTES:
1. See Sheet 1 for Reinforcing Details and dimension locations.
2. See Sheet 2 for General Notes.
3. See Sheet 14 for WWR Bending Diagram.

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TABLE 7 - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 11' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
11' x 4'	11	11	11	4 to 12	0.33' - <2'	0.51	0.57	0.47	0.27	0.27	0.45	0.48	See General Note 5	-
					2' - <3'	0.51	0.57	0.47	0.14	-	-	-		62
					3' - <5'	0.48	0.57	0.46	0.14	-	-	-		62
					5' - 10'	0.47	0.50	0.50	0.14	-	-	-		55
					15'	0.59	0.58	0.56	0.14	-	-	-		55
					20'	0.77	0.77	0.74	0.14	-	-	-		55
	11.5	11.5	11	8 to 12	25'	0.92	0.95	0.91	0.14	-	-	-		55
	13	13	11		30'	0.94	1.09	1.06	0.14	-	-	-		55
11' x 6'	11	11	11	4 to 12	0.33' - <2'	0.45	0.62	0.52	0.27	0.27	0.41	0.45		-
					2' - <3'	0.45	0.62	0.52	0.14	-	-	-		62
					3' - <5'	0.42	0.58	0.51	0.14	-	-	-		55
					5' - 10'	0.43	0.56	0.56	0.14	-	-	-		55
					15'	0.54	0.65	0.64	0.14	-	-	-		50
					20'	0.70	0.86	0.83	0.14	-	-	-		50
	11.5	11.5	11	8 to 12	25'	0.83	1.07	1.03	0.14	-	-	-		50
	13	13	11		30'	0.85	1.22	1.19	0.14	-	-	-		50
11' x 8'	11	11	11	4 to 12	0.33' - <2'	0.42	0.67	0.57	0.27	0.27	0.39	0.43		-
					2' - <3'	0.43	0.67	0.57	0.14	-	-	-		62
					3' - <5'	0.39	0.63	0.56	0.14	-	-	-		62
					5' - 10'	0.43	0.60	0.61	0.14	-	-	-		55
					15'	0.54	0.72	0.71	0.14	-	-	-		50
					20'	0.70	0.94	0.92	0.14	-	-	-		50
	11.5	11.5	11	8 to 12	25'	0.82	1.16	1.13	0.14	-	-	-		50
	13	13	11		30'	0.86	1.32	1.30	0.14	-	-	-		50
11' x 10'	11	11	11	4 to 12	0.33' - <2'	0.44	0.71	0.62	0.27	0.27	0.38	0.44		-
					2' - <3'	0.44	0.71	0.62	0.14	-	-	-		75
					3' - <5'	0.41	0.67	0.61	0.14	-	-	-		69
					5' - 10'	0.47	0.64	0.66	0.14	-	-	-		62
					15'	0.59	0.78	0.78	0.14	-	-	-		55
					20'	0.75	1.03	1.01	0.14	-	-	-		50
	11.5	12	11	8 to 12	25'	0.85	1.24	1.22	0.14	-	-	-		50
	13	13.5	11		30'	0.91	1.40	1.39	0.14	-	-	-		50
11' x 11'	11	11	11	4 to 12	0.33' - <2'	0.45	0.72	0.64	0.27	0.27	0.39	0.45		-
					2' - <3'	0.45	0.72	0.64	0.18	-	-	-		86
					3' - <5'	0.42	0.69	0.63	0.18	-	-	-		75
					5' - 10'	0.51	0.66	0.69	0.16	-	-	-		69
					15'	0.63	0.81	0.82	0.14	-	-	-		55
					20'	0.80	1.07	1.06	0.14	-	-	-		55
	11.5	12	11	8 to 12	25'	0.91	1.29	1.27	0.14	-	-	-		50
	13	13.5	11		30'	0.99	1.44	1.44	0.14	-	-	-		50

TABLE 8 - STANDARD PRECAST BOX CULVERT DESIGNS (2" COVER) - 12' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
12' x 4'	12	12	12	4 to 12	0.33' - <2'	0.52	0.57	0.45	0.29	0.29	0.47	0.49	See General Note 5	-
					2' - <3'	0.52	0.57	0.45	0.15	-	-	-		73
					3' - <5'	0.50	0.54	0.45	0.15	-	-	-		66
					5' - 10'	0.50	0.52	0.52	0.15	-	-	-		66
					15'	0.63	0.61	0.59	0.15	-	-	-		59
					20'	0.82	0.81	0.77	0.15	-	-	-		59
	12.5	12.5	12	8 to 12	25'	0.99	0.99	0.95	0.15	-	-	-		59
	14	14	12		30'	1.03	1.15	1.11	0.15	-	-	-		59
12' x 6'	12	12	12	4 to 12	0.33' - <2'	0.47	0.62	0.51	0.29	0.29	0.42	0.46		-
					2' - <3'	0.47	0.62	0.51	0.15	-	-	-		66
					3' - <5'	0.45	0.60	0.51	0.15	-	-	-		59
					5' - 10'	0.47	0.59	0.59	0.15	-	-	-		59
					15'	0.57	0.68	0.66	0.15	-	-	-		53
					20'	0.74	0.90	0.86	0.15	-	-	-		53
	12.5	12.5	12	8 to 12	25'	0.88	1.11	1.06	0.15	-	-	-		53
	14	14.5	12		30'	0.92	1.27	1.24	0.15	-	-	-		53
12' x 8'	12	12	12	4 to 12	0.33' - <2'	0.44	0.67	0.56	0.29	0.29	0.40	0.44		-
					2' - <3'	0.44	0.67	0.56	0.15	-	-	-		66
					3' - <5'	0.41	0.64	0.56	0.15	-	-	-		59
					5' - 10'	0.45	0.63	0.64	0.15	-	-	-		59
					15'	0.56	0.75	0.73	0.15	-	-	-		53
					20'	0.72	0.98	0.95	0.15	-	-	-		53
	12.5	13	12	8 to 12	25'	0.85	1.20	1.16	0.15	-	-	-		53
	14	14.5	12		30'	0.89	1.38	1.35	0.15	-	-	-		53
12' x 10'	12	12	12	4 to 12	0.33' - <2'	0.44	0.71	0.60	0.29	0.29	0.39	0.44		-
					2' - <3'	0.44	0.71	0.60	0.15	-	-	-		73
					3' - <5'	0.42	0.68	0.60	0.15	-	-	-		66
					5' - 10'	0.47	0.67	0.69	0.15	-	-	-		59
					15'	0.59	0.81	0.81	0.15	-	-	-		53
					20'	0.75	1.06	1.04	0.15	-	-	-		53
	12.5	13	12	8 to 12	25'	0.87	1.30	1.26	0.15	-	-	-		53
	14	14.5	12		30'	0.92	1.47	1.45	0.15	-	-	-		53
12' x 12'	12	12	12	4 to 12	0.33' - <2'	0.46	0.74	0.64	0.29	0.29	0.40	0.46		-
					2' - <3'	0.46	0.74	0.64	0.20	-	-	-		93
					3' - <5'	0.42	0.72	0.64	0.20	-	-	-		80
					5' - 10'	0.54	0.71	0.74	0.18	-	-	-		73
					15'	0.66	0.87	0.89	0.15	-	-	-		59
					20'	0.83	1.14	1.13	0.15	-	-	-		59
	12.5	13	12	8 to 12	25'	0.96	1.39	1.37	0.15	-	-	-		53
	14	14.5	12.5		30'	1.05	1.56	1.56	0.15	-	-	-		53

NOTES:

1. See Sheet 1 for Reinforcing Details and dimension locations.
2. See Sheet 2 for General Notes.
3. See Sheet 14 for Welded Wire Reinforcement Bending Diagram.

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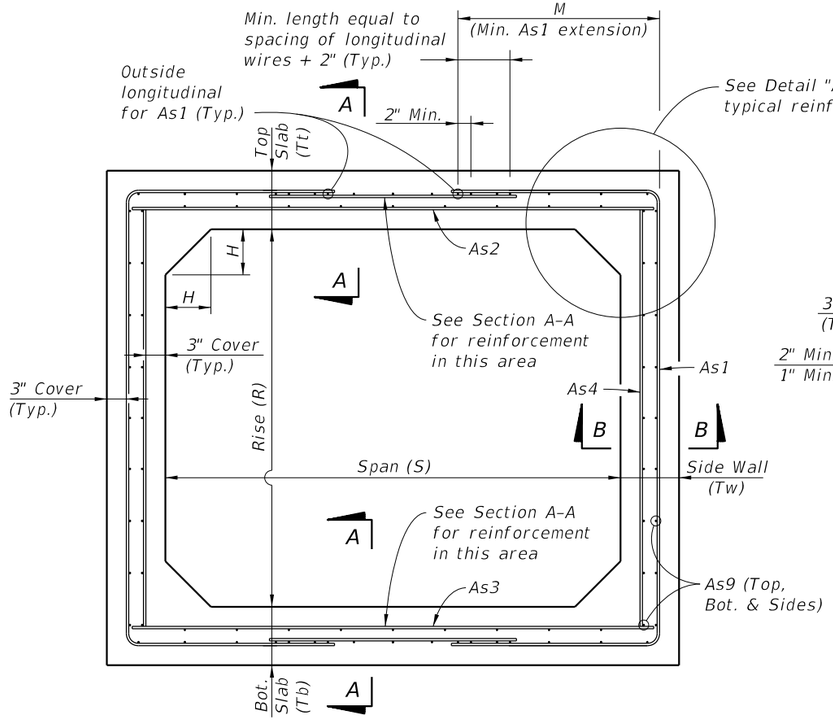
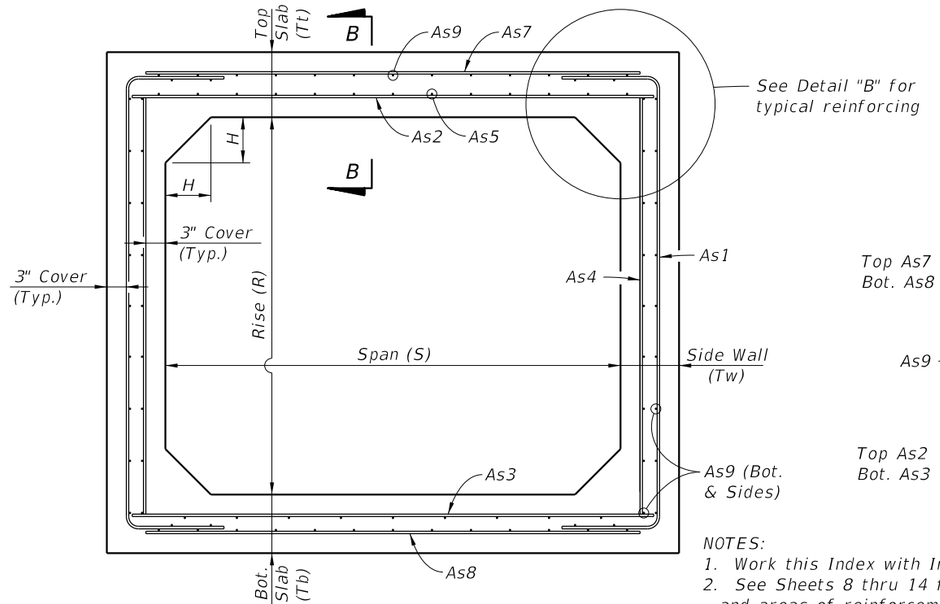
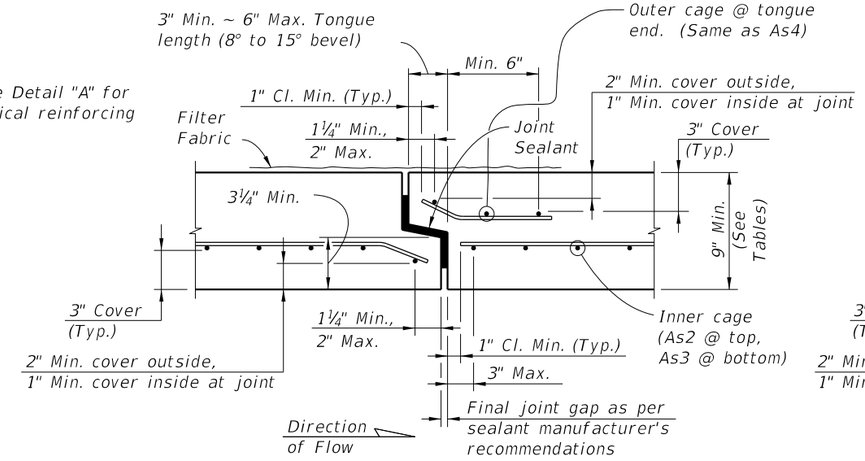


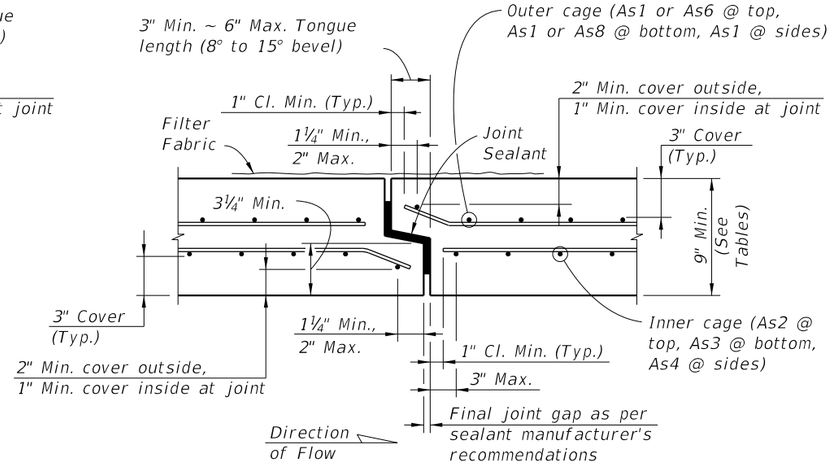
TYPICAL BOX SECTION (TYPE 2)
DESIGN EARTH COVER 2' OR GREATER
(Option 1 Reinforcing Configuration Shown)



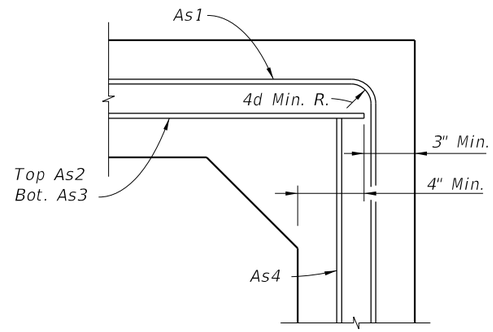
TYPICAL BOX SECTION (TYPE 1)
DESIGN EARTH COVER LESS THAN 2'
(Option 1 Reinforcing Configuration Shown)



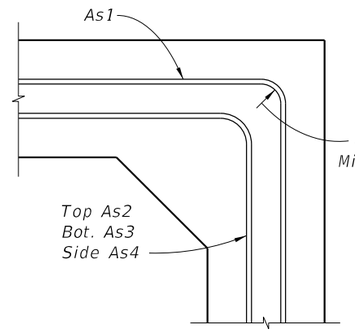
SECTION A-A



SECTION B-B
TYPICAL SECTION THRU JOINT



DETAIL "A"
(OPTION 1)



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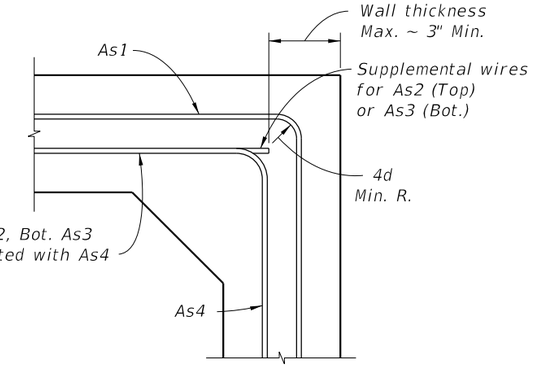

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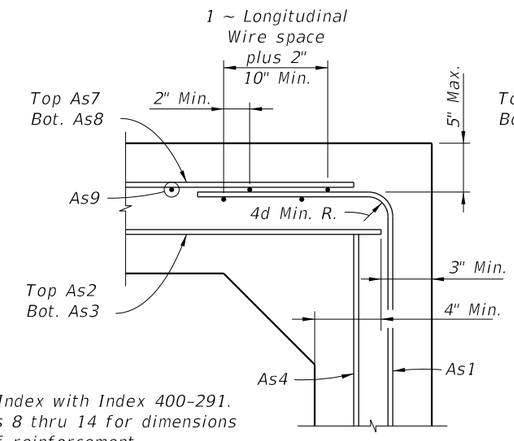

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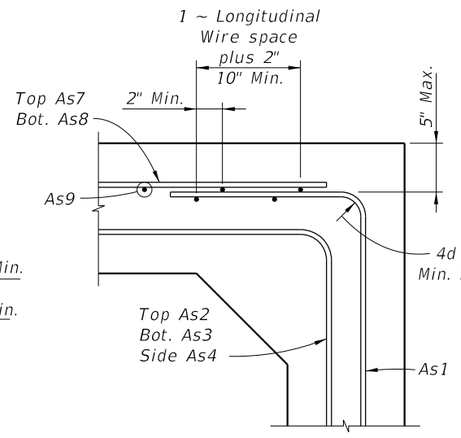
(OPTION 1)



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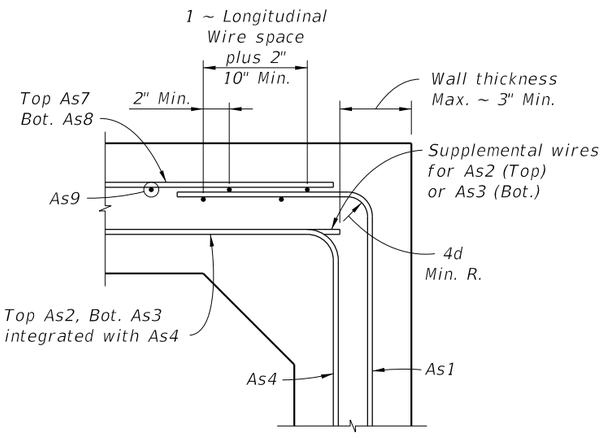
(OPTION 2)



DETAIL "B"
(OPTION 3)

NOTES:
1. Work this Index with Index 400-291.
2. See Sheets 8 thru 14 for dimensions and areas of reinforcement.

STANDARD PRECAST BOX CULVERT WITH 3" CONCRETE COVER

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LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT	FY 2020-21 STANDARD PLANS	STANDARD PRECAST CONCRETE BOX CULVERTS	INDEX 400-292 / SHEET 7 of 14

TABLE 9A - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 3' & 4' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
3' x 3'	9	9	9	4 to 8	0.33' - <2'	0.22	0.24	0.22	0.22	0.22	0.22	0.22	See General Note 5	-
					2' - <3'	0.11	0.23	0.22	0.11	-	-	-		31
					3' - <5'	0.11	0.22	0.22	0.11	-	-	-		31
					5' - 10'	0.11	0.22	0.22	0.11	-	-	-		31
					15'	0.11	0.22	0.22	0.11	-	-	-		31
					20'	0.13	0.22	0.22	0.11	-	-	-		31
					25'	0.16	0.22	0.22	0.11	-	-	-		31
					30'	0.19	0.24	0.25	0.11	-	-	-		31
					35'	0.22	0.28	0.29	0.11	-	-	-		31
4' x 3'	9	9	9	4 to 8	0.33' - <2'	0.22	0.32	0.24	0.22	0.22	0.22	0.22		-
					2' - <3'	0.17	0.31	0.24	0.11	-	-	-		38
					3' - <5'	0.13	0.22	0.22	0.11	-	-	-		38
					5' - 10'	0.13	0.22	0.22	0.11	-	-	-		38
					15'	0.17	0.22	0.22	0.11	-	-	-		38
					20'	0.23	0.26	0.27	0.11	-	-	-		38
					25'	0.28	0.32	0.34	0.11	-	-	-		38
					30'	0.33	0.39	0.40	0.11	-	-	-		38
4' x 4'	9	9	9	4 to 8	0.33' - <2'	0.22	0.34	0.26	022	0.22	0.22	0.22		-
					2' - <3'	0.17	0.33	0.26	0.11	-	-	-		38
					3' - <5'	0.13	0.22	0.22	0.11	-	-	-		38
					5' - 10'	0.14	0.22	0.22	0.11	-	-	-		38
					15'	0.19	0.22	0.23	0.11	-	-	-		38
					20'	0.24	0.28	0.30	0.11	-	-	-		38
					25'	0.29	0.36	0.37	0.11	-	-	-		38
					30'	0.34	0.43	0.45	0.11	-	-	-		38

TABLE 9B - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 3' & 4' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
3' x 3'	10	10	10	4 to 8	0.33' - <2'	0.24	0.24	0.24	0.24	0.24	0.24	0.24	See General Note 5	-
					2' - <3'	0.12	0.24	0.24	0.24	-	-	-		31
					3' - <5'	0.12	0.24	0.24	0.24	-	-	-		31
					5' - 10'	0.12	0.24	0.24	0.24	-	-	-		31
					15'	0.12	0.24	0.24	0.24	-	-	-		31
					20'	0.12	0.24	0.24	0.24	-	-	-		31
					25'	0.13	0.24	0.24	0.24	-	-	-		31
					30'	0.15	0.24	0.24	0.12	-	-	-		31
					35'	0.18	0.24	0.24	0.12	-	-	-		31
4' x 3'	10	10	10	4 to 8	0.33' - <2'	0.24	0.26	0.24	0.24	0.24	0.24	0.24		-
					2' - <3'	0.14	0.26	0.24	0.12	-	-	-		38
					3' - <5'	0.12	0.24	0.24	0.12	-	-	-		38
					5' - 10'	0.12	0.24	0.24	0.12	-	-	-		38
					15'	0.14	0.24	0.24	0.12	-	-	-		38
					20'	0.18	0.24	0.24	0.12	-	-	-		38
					25'	0.22	0.26	0.27	0.12	-	-	-		38
					30'	0.26	0.31	0.32	0.12	-	-	-		38
4' x 4'	10	10	10	4 to 8	0.33' - <2'	0.24	0.28	0.24	0.24	0.24	0.24	0.24		-
					2' - <3'	0.14	0.28	0.24	0.12	-	-	-		38
					3' - <5'	0.12	0.24	0.24	0.12	-	-	-		38
					5' - 10'	0.12	0.24	0.24	0.12	-	-	-		38
					15'	0.15	0.24	0.24	0.12	-	-	-		38
					20'	0.19	0.24	0.24	0.12	-	-	-		38
					25'	0.23	0.28	0.30	0.12	-	-	-		38
					30'	0.27	0.34	0.35	0.12	-	-	-		38

NOTES:
1. See Sheet 2 for General Notes.
2. See Sheet 7 for Reinforcing Details and dimension locations.
3. See Sheet 14 for WWR Bending Diagrams.

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TABLE 10A - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 5' & 6' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
5' x 3'	9	9	9	4 to 8	0.33' - <2'	0.27	0.39	0.37	0.22	0.22	0.22	0.27	See General Note 5	–
					2' - <3'	0.26	0.39	0.37	0.11	–	–	–		45
					3' - <5'	0.19	0.24	0.25	0.11	–	–	–		36
					5' - 10'	0.20	0.22	0.22	0.11	–	–	–		36
					15'	0.28	0.28	0.30	0.11	–	–	–		35
					20'	0.37	0.38	0.39	0.11	–	–	–		35
					25'	0.45	0.48	0.49	0.11	–	–	–		35
					30'	0.54	0.58	0.59	0.11	–	–	–		35
5' x 4'	9	9	9	4 to 8	0.33' - <2'	0.26	0.42	0.39	0.22	0.22	0.22	0.26		–
					2' - <3'	0.26	0.42	0.39	0.11	–	–	–		45
					3' - <5'	0.19	0.26	0.27	0.11	–	–	–		45
					5' - 10'	0.20	0.22	0.23	0.11	–	–	–		36
					15'	0.27	0.31	0.33	0.11	–	–	–		35
					20'	0.36	0.42	0.43	0.11	–	–	–		35
					25'	0.44	0.52	0.54	0.11	–	–	–		35
					30'	0.53	0.63	0.65	0.11	–	–	–		35
5' x 5'	9	9	9	4 to 8	0.33' - <2'	0.27	0.44	0.42	0.22	0.22	0.22	0.27		–
					2' - <3'	0.27	0.44	0.42	0.11	–	–	–		45
					3' - <5'	0.20	0.27	0.28	0.11	–	–	–		45
					5' - 10'	0.22	0.23	0.26	0.11	–	–	–		45
					15'	0.30	0.34	0.36	0.11	–	–	–		36
					20'	0.38	0.45	0.47	0.11	–	–	–		35
					25'	0.47	0.56	0.59	0.11	–	–	–		35
					30'	0.55	0.68	0.71	0.11	–	–	–		35
6' x 3'	9	9	9	4 to 12	0.33' - <2'	0.34	0.47	0.42	0.22	0.22	0.25	0.34		–
					2' - <3'	0.34	0.47	0.42	0.11	–	–	–		43
					3' - <5'	0.27	0.31	0.32	0.11	–	–	–		39
					5' - 10'	0.29	0.26	0.28	0.11	–	–	–		39
					15'	0.42	0.39	0.40	0.11	–	–	–		38
					20'	0.55	0.52	0.53	0.11	–	–	–		38
					25'	0.68	0.66	0.67	0.11	–	–	–		38
					30'	0.82	0.81	0.82	0.11	–	–	–		38
6' x 4'	9	9	9	4 to 12	0.33' - <2'	0.33	0.50	0.46	0.22	0.22	0.23	0.33		–
					2' - <3'	0.33	0.50	0.46	0.11	–	–	–		43
					3' - <5'	0.27	0.33	0.35	0.11	–	–	–		39
					5' - 10'	0.28	0.29	0.31	0.11	–	–	–		39
					15'	0.40	0.43	0.45	0.11	–	–	–		38
					20'	0.52	0.57	0.59	0.11	–	–	–		38
					25'	0.65	0.73	0.74	0.11	–	–	–		38
					30'	0.78	0.88	0.90	0.11	–	–	–		38
6' x 5'	9	9	9	4 to 12	0.33' - <2'	0.33	0.52	0.49	0.22	0.22	0.23	0.33		–
					2' - <3'	0.33	0.52	0.49	0.11	–	–	–		43
					3' - <5'	0.27	0.35	0.37	0.11	–	–	–		43
					5' - 10'	0.29	0.31	0.34	0.11	–	–	–		39
					15'	0.41	0.46	0.49	0.11	–	–	–		38
					20'	0.53	0.62	0.64	0.11	–	–	–		38
					25'	0.66	0.78	0.80	0.11	–	–	–		38
					30'	0.78	0.95	0.97	0.11	–	–	–		38
6' x 6'	9	9	9	4 to 12	0.33' - <2'	0.34	0.55	0.51	0.22	0.22	0.24	0.34		–
					2' - <3'	0.34	0.54	0.51	0.11	–	–	–		52
					3' - <5'	0.29	0.37	0.39	0.11	–	–	–		52
					5' - 10'	0.32	0.34	0.37	0.11	–	–	–		43
					15'	0.44	0.50	0.53	0.11	–	–	–		39
					20'	0.57	0.66	0.70	0.11	–	–	–		39
					25'	0.70	0.84	0.87	0.11	–	–	–		38
					30'	0.83	1.02	1.05	0.11	–	–	–		38

TABLE 10B - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 5' & 6' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
5' x 3'	10	10	10	4 to 12	0.33' - <2'	0.24	0.33	0.32	0.24	0.24	0.24	0.24	See General Note 5	–
					2' - <3'	0.22	0.33	0.32	0.12	–	–	–		45
					3' - <5'	0.16	0.24	0.24	0.12	–	–	–		36
					5' - 10'	0.16	0.24	0.24	0.12	–	–	–		36
					15'	0.23	0.24	0.24	0.12	–	–	–		35
					20'	0.29	0.30	0.31	0.12	–	–	–		35
					25'	0.36	0.38	0.39	0.12	–	–	–		35
					30'	0.43	0.46	0.47	0.12	–	–	–		35
5' x 4'	10	10	10	4 to 12	0.33' - <2'	0.24	0.35	0.34	0.24	0.24	0.24	0.24		–
					2' - <3'	0.22	0.35	0.34	0.12	–	–	–		45
					3' - <5'	0.15	0.24	0.24	0.12	–	–	–		45
					5' - 10'	0.16	0.24	0.24	0.12	–	–	–		36
					15'	0.22	0.25	0.27	0.12	–	–	–		35
					20'	0.29	0.33	0.34	0.12	–	–	–		35
					25'	0.36	0.41	0.43	0.12	–	–	–		35
					30'	0.42	0.50	0.51	0.12	–	–	–		35
5' x 5'	10	10	10	4 to 12	0.33' - <2'	0.24	0.37	0.36	0.24	0.24	0.24	0.24		–
					2' - <3'	0.21	0.37	0.36	0.12	–	–	–		45
					3' - <5'	0.16	0.24	0.25	0.12	–	–	–		45
					5' - 10'	0.17	0.24	0.24	0.12	–	–	–		45
					15'	0.24	0.27	0.29	0.12	–	–	–		36
					20'	0.30	0.36	0.38	0.12	–	–	–		35
					25'	0.37	0.44	0.47	0.12	–	–	–		35
					30'	0.44	0.53	0.56	0.12	–	–	–		35
6' x 3'	10	10	10	4 to 12	0.33' - <2'	0.28	0.40	0.36	0.24	0.24	0.24	0.28		–
					2' - <3'	0.28	0.40	0.36	0.12	–	–	–		43
					3' - <5'	0.22	0.26	0.28	0.12	–	–	–		39
					5' - 10'	0.24	0.24	0.24	0.12	–	–	–		39
					15'	0.34	0.31	0.32	0.12	–	–	–		38
					20'	0.44	0.41	0.42	0.12	–	–	–		38
					25'	0.54	0.52	0.53	0.12	–	–	–		38
					30'	0.64	0.63	0.64	0.12	–	–	–		38
6' x 4'	10	10	10	4 to 12	0.33' - <2'	0.27	0.42	0.39	0.24	0.24	0.24	0.27		–
					2' - <3'	0.27	0.42	0.39	0.12	–	–	–		43
					3' - <5'	0.21	0.28	0.30	0.12	–	–	–		39
					5' - 10'	0.23	0.24	0.25	0.12	–	–	–		39
					15'	0.32	0.34	0.35	0.12	–	–	–		38
					20'	0.42	0.45	0.47	0.12	–	–	–		38
					25'	0.51	0.56	0.58	0.12	–	–	–		38
					30'	0.61	0.68	0.70	0.12	–	–	–		38
6' x 5'	10	10	10	4 to 12	0.33' - <2'	0.26	0.44	0.42	0.24	0.24	0.24	0.26		–
					2' - <3'	0.26	0.44	0.42	0.12	–	–	–		43
					3' - <5'	0.22	0.30	0.33	0.12	–	–	–		43
					5' - 10'	0.24	0.25	0.27	0.12	–	–	–		39
					15'	0.33	0.36	0.39	0.12	–	–	–		38
					20'	0.42	0.48	0.51	0.12	–	–	–		38
					25'	0.52	0.61	0.63	0.12	–	–	–		38
					30'	0.61	0.74	0.76	0.12	–	–	–		38
6' x 6'	10	10	10	4 to 12	0.33' - <2'	0.27	0.46	0.44	0.24	0.24	0.24	0.27		–
					2' - <3'	0.27	0.46	0.44	0.12	–	–	–		52
					3' - <5'	0.23	0.31	0.34	0.12	–	–	–		52
					5' - 10'	0.25	0.27	0.30	0.12	–	–	–		43
					15'	0.35	0.39	0.42	0.12	–	–	–		39
					20'	0.45	0.52	0.55	0.12	–	–	–		39
					25'	0.54	0.65	0.68	0.12	–	–	–		38
					30'	0.64	0.78	0.81	0.12	–	–	–		38

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LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT FY 2020-21 STANDARD PLANS	STANDARD PRECAST CONCRETE BOX CULVERTS	INDEX 400-292	SHEET 9 of 14

TABLE 11A - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 7' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
7' x 4'	9	9	9	4 to 12	0.33' - <2'	0.42	0.58	0.52	0.22	0.22	0.31	0.42	See General Note 5	-
					2' - <3'	0.42	0.58	0.51	0.11	-	-	-		43
					3' - <5'	0.36	0.41	0.44	0.11	-	-	-		43
					5' - 10'	0.39	0.40	0.39	0.11	-	-	-		43
					15'	0.56	0.56	0.58	0.11	-	-	-		41
					20'	0.74	0.76	0.77	0.11	-	-	-		41
					25'	0.92	0.97	0.97	0.11	-	-	-		41
	9	9.5	9	7 to 12	30'	1.09	1.18	1.10	0.11	-	-	-		41
7' x 5'	9	9	9	4 to 12	0.33' - <2'	0.41	0.61	0.55	0.22	0.23	0.30	0.41		-
					2' - <3'	0.41	0.61	0.55	0.11	-	-	-		47
					3' - <5'	0.37	0.43	0.47	0.11	-	-	-		43
					5' - 10'	0.39	0.41	0.43	0.11	-	-	-		43
					15'	0.56	0.61	0.63	0.11	-	-	-		41
					20'	0.73	0.82	0.83	0.11	-	-	-		41
					25'	0.90	1.04	1.06	0.11	-	-	-		41
	9	9.5	9	7 to 12	30'	1.06	1.26	1.19	0.11	-	-	-		41
7' x 6'	9	9	9	4 to 12	0.33' - <2'	0.42	0.63	0.58	0.22	0.24	0.30	0.42		-
					2' - <3'	0.42	0.63	0.58	0.11	-	-	-		59
					3' - <5'	0.38	0.45	0.50	0.11	-	-	-		47
					5' - 10'	0.41	0.44	0.47	0.11	-	-	-		43
					15'	0.57	0.65	0.68	0.11	-	-	-		41
					20'	0.75	0.87	0.90	0.11	-	-	-		41
					25'	0.93	1.11	1.13	0.11	-	-	-		41
	9	9.5	9	7 to 12	30'	1.07	1.35	1.27	0.11	-	-	-		41
7' x 7'	9	9	9	4 to 12	0.33' - <2'	0.44	0.66	0.61	0.22	0.25	0.31	0.44		-
					2' - <3'	0.44	0.65	0.61	0.11	-	-	-		59
					3' - <5'	0.41	0.47	0.52	0.11	-	-	-		59
					5' - 10'	0.44	0.47	0.52	0.11	-	-	-		47
					15'	0.62	0.69	0.74	0.11	-	-	-		43
					20'	0.80	0.93	0.97	0.11	-	-	-		43
					25'	0.99	1.18	1.22	0.11	-	-	-		43
	9	9.5	9	7 to 12	30'	1.12	1.43	1.36	0.11	-	-	-		41

TABLE 11B - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 7' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
7' x 4'	10	10	10	4 to 12	0.33' - <2'	0.33	0.49	0.44	0.24	0.24	0.24	0.33	See General Note 5	-
					2' - <3'	0.33	0.49	0.44	0.12	-	-	-		43
					3' - <5'	0.29	0.35	0.38	0.12	-	-	-		43
					5' - 10'	0.31	0.30	0.31	0.12	-	-	-		43
					15'	0.44	0.44	0.45	0.12	-	-	-		41
					20'	0.58	0.59	0.60	0.12	-	-	-		41
					25'	0.71	0.74	0.75	0.12	-	-	-		41
					30'	0.85	0.91	0.91	0.12	-	-	-		41
7' x 5'	10	10	10	4 to 12	0.33' - <2'	0.32	0.51	0.47	0.24	0.24	0.24	0.32		-
					2' - <3'	0.32	0.51	0.47	0.12	-	-	-		47
					3' - <5'	0.29	0.37	0.41	0.12	-	-	-		43
					5' - 10'	0.31	0.32	0.35	0.12	-	-	-		43
					15'	0.44	0.47	0.50	0.12	-	-	-		41
					20'	0.57	0.63	0.65	0.12	-	-	-		41
					25'	0.70	0.80	0.82	0.12	-	-	-		41
					30'	0.84	0.97	0.99	0.12	-	-	-		41
7' x 6'	10	10	10	4 to 12	0.33' - <2'	0.33	0.53	0.50	0.24	0.24	0.24	0.33		-
					2' - <3'	0.33	0.53	0.50	0.12	-	-	-		59
					3' - <5'	0.30	0.38	0.43	0.12	-	-	-		47
					5' - 10'	0.33	0.35	0.38	0.12	-	-	-		43
					15'	0.45	0.51	0.54	0.12	-	-	-		41
					20'	0.58	0.68	0.70	0.12	-	-	-		41
					25'	0.72	0.85	0.88	0.12	-	-	-		41
					30'	0.85	1.04	1.06	0.12	-	-	-		41
7' x 7'	10	10	10	4 to 12	0.33' - <2'	0.35	0.55	0.52	0.24	0.24	0.24	0.35		-
					2' - <3'	0.35	0.55	0.52	0.12	-	-	-		59
					3' - <5'	0.32	0.40	0.46	0.12	-	-	-		59
					5' - 10'	0.35	0.37	0.41	0.12	-	-	-		47
					15'	0.48	0.54	0.58	0.12	-	-	-		43
					20'	0.62	0.72	0.76	0.12	-	-	-		43
					25'	0.76	0.90	0.94	0.12	-	-	-		43
					30'	0.90	1.10	1.13	0.12	-	-	-		41

NOTES:
1. See Sheet 2 for General Notes.
2. See Sheet 7 for Reinforcing Details and dimension locations.
3. See Sheet 14 for WWR Bending Diagrams.

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TABLE 12A - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 8' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
8' x 4'	9	9	9	4 to 12	0.33' - <2'	0.52	0.66	0.57	0.22	0.24	0.42	0.52	See General Note 5	-
					2' - <3'	0.52	0.66	0.57	0.11	-	-	-		50
					3' - <5'	0.48	0.49	0.52	0.11	-	-	-		50
					5' - 10'	0.52	0.48	0.49	0.11	-	-	-		45
					15'	0.75	0.72	0.72	0.11	-	-	-		41
					20'	1.00	0.98	0.97	0.11	-	-	-		41
	9	9.5	9	8 to 12	25'	1.25	1.24	1.14	0.11	-	-	-		41
	10	10.5	9		30'	1.31	1.29	1.21	0.11	-	-	-		41
8' x 5'	9	9	9	4 to 12	0.33' - <2'	0.51	0.69	0.60	0.22	0.25	0.40	0.51		-
					2' - <3'	0.51	0.69	0.60	0.11	-	-	-		50
					3' - <5'	0.46	0.52	0.56	0.11	-	-	-		45
					5' - 10'	0.51	0.51	0.53	0.11	-	-	-		45
					15'	0.74	0.77	0.78	0.11	-	-	-		41
					20'	0.97	1.05	1.05	0.11	-	-	-		41
	9	9.5	9	8 to 12	25'	1.20	1.33	1.23	0.11	-	-	-		41
	10	10.5	9		30'	1.26	1.38	1.30	0.11	-	-	-		41
8' x 6'	9	9	9	4 to 12	0.33' - <2'	0.51	0.72	0.64	0.22	0.26	0.39	0.51		-
					2' - <3'	0.51	0.72	0.64	0.11	-	-	-		50
					3' - <5'	0.47	0.55	0.59	0.11	-	-	-		50
					5' - 10'	0.52	0.55	0.58	0.11	-	-	-		45
					15'	0.74	0.83	0.85	0.11	-	-	-		41
					20'	0.97	1.12	1.13	0.11	-	-	-		41
	9	9.5	9	8 to 12	25'	1.18	1.42	1.32	0.11	-	-	-		41
	10	10.5	9		30'	1.26	1.46	1.39	0.11	-	-	-		41
8' x 7'	9	9	9	4 to 12	0.33' - <2'	0.52	0.74	0.67	0.22	0.26	0.40	0.52		-
					2' - <3'	0.52	0.74	0.67	0.11	-	-	-		55
					3' - <5'	0.49	0.57	0.62	0.11	-	-	-		55
					5' - 10'	0.55	0.59	0.63	0.11	-	-	-		50
					15'	0.77	0.88	0.91	0.11	-	-	-		41
					20'	1.01	1.19	1.21	0.11	-	-	-		41
	9	9.5	9	8 to 12	25'	1.21	1.51	1.41	0.11	-	-	-		41
	10	10.5	9		30'	1.31	1.53	1.47	0.11	-	-	-		41
8' x 8'	9	9	9	4 to 12	0.33' - <2'	0.55	0.77	0.70	0.22	0.27	0.41	0.55		-
					2' - <3'	0.55	0.77	0.70	0.13	-	-	-		65
					3' - <5'	0.53	0.59	0.64	0.12	-	-	-		65
					5' - 10'	0.60	0.63	0.68	0.11	-	-	-		55
					15'	0.83	0.93	0.98	0.11	-	-	-		45
					20'	1.08	1.26	1.29	0.11	-	-	-		45
	9	9.5	9	8 to 12	25'	1.28	1.59	1.50	0.11	-	-	-		41
	10	10.5	9		30'	1.41	1.61	1.55	0.11	-	-	-		41

TABLE 12B - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 8' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
8' x 4'	10	10	10	4 to 12	0.33' - <2'	0.42	0.56	0.49	0.24	0.24	0.32	0.41	See General Note 5	-
					2' - <3'	0.42	0.56	0.49	0.12	-	-	-		50
					3' - <5'	0.38	0.42	0.46	0.12	-	-	-		50
					5' - 10'	0.41	0.38	0.39	0.12	-	-	-		45
					15'	0.59	0.56	0.57	0.12	-	-	-		41
					20'	0.78	0.75	0.76	0.12	-	-	-		41
					25'	0.97	0.96	0.96	0.12	-	-	-		41
	10	10.5	10	8 to 12	30'	1.15	1.16	1.10	0.12	-	-	-		41
8' x 5'	10	10	10	4 to 12	0.33' - <2'	0.40	0.58	0.52	0.24	.034	0.31	0.40		-
					2' - <3'	0.40	0.58	0.52	0.12	-	-	-		50
					3' - <5'	0.37	0.45	0.48	0.12	-	-	-		45
					5' - 10'	0.41	0.41	0.43	0.12	-	-	-		45
					15'	0.58	0.60	0.62	0.12	-	-	-		41
					20'	0.76	0.81	0.81	0.12	-	-	-		41
					25'	0.94	1.03	1.03	0.12	-	-	-		41
	10	10.5	10	8 to 12	30'	1.10	1.24	1.24	0.12	-	-	-		41
8' x 6'	10	10	10	4 to 12	0.33' - <2'	0.40	0.60	0.55	0.24	0.24	0.30	0.40		-
					2' - <3'	0.40	0.60	0.55	0.12	-	-	-		50
					3' - <5'	0.37	0.47	0.51	0.12	-	-	-		50
					5' - 10'	0.42	0.43	0.46	0.12	-	-	-		45
					15'	0.58	0.64	0.67	0.12	-	-	-		41
					20'	0.76	0.86	0.88	0.12	-	-	-		41
					25'	0.94	1.09	1.11	0.12	-	-	-		41
	10	10.5	10	8 to 12	30'	1.09	1.32	1.26	0.12	-	-	-		41
8' x 7'	10	10	10	4 to 12	0.33' - <2'	0.41	0.63	0.58	0.24	0.24	0.30	0.41		-
					2' - <3'	0.41	0.63	0.58	0.12	-	-	-		55
					3' - <5'	0.39	0.49	0.53	0.12	-	-	-		55
					5' - 10'	0.44	0.46	0.50	0.12	-	-	-		50
					15'	0.61	0.68	0.72	0.12	-	-	-		45
					20'	0.78	0.91	0.94	0.12	-	-	-		41
					25'	0.97	1.16	1.18	0.12	-	-	-		41
	10	10.5	10	8 to 12	30'	1.11	1.40	1.34	0.12	-	-	-		41
8' x 8'	10	10	10	4 to 12	0.33' - <2'	0.44	0.64	0.60	0.24	0.24	0.31	0.44		-
					2' - <3'	0.44	0.64	0.60	0.12	-	-	-		65
					3' - <5'	0.42	0.51	0.56	0.12	-	-	-		65
					5' - 10'	0.47	0.50	0.55	0.12	-	-	-		55
					15'	0.65	0.72	0.77	0.12	-	-	-		45
					20'	0.84	0.96	1.01	0.12	-	-	-		45
					25'	1.03	1.22	1.26	0.12	-	-	-		41
	10	10.5	10	8 to 12	30'	1.16	1.47	1.42	0.12	-	-	-		41

NOTES:
1. See Sheet 2 for General Notes.
2. See Sheet 7 for Reinforcing Details and dimension locations.
3. See Sheet 14 for WWR Bending Diagrams.

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TABLE 13A - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 9' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
9' x 5'	9	9	9	4 to 12	0.33' - <2'	0.62	0.78	0.65	0.22	0.26	0.52	0.61	See General Note 5	–
					2' - <3'	0.62	0.78	0.65	0.11	–	–	–		54
					3' - <5'	0.58	0.63	0.61	0.11	–	–	–		49
					5' - 10'	0.65	0.63	0.64	0.11	–	–	–		49
					15'	0.95	0.96	0.95	0.11	–	–	–		44
	9	9	9	8	20'	1.26	1.32	1.28	0.11	–	–	–		44
	10	10.5	9	to	25'	1.39	1.41	1.32	0.11	–	–	–		44
	11	11.5	9	12	30'	1.46	1.50	1.42	0.11	–	–	–		44
9' x 6'	9	9	9	4 to 12	0.33' - <2'	0.60	0.81	0.69	0.22	0.27	0.51	0.60		–
					2' - <3'	0.60	0.81	0.69	0.11	–	–	–		54
					3' - <5'	0.56	0.66	0.65	0.11	–	–	–		49
					5' - 10'	0.65	0.68	0.69	0.11	–	–	–		49
					15'	0.94	1.03	1.02	0.11	–	–	–		44
	9	9	9	8	20'	1.25	1.40	1.38	0.11	–	–	–		44
	10	10.5	9	to	25'	1.37	1.49	1.40	0.11	–	–	–		44
	11	11.5	9	12	30'	1.44	1.58	1.50	0.11	–	–	–		44
9' x 7'	9	9	9	4 to 12	0.33' - <2'	0.61	0.84	0.72	0.22	0.28	0.51	0.61		–
					2' - <3'	0.61	0.83	0.72	0.11	–	–	–		59
					3' - <5'	0.58	0.69	0.68	0.11	–	–	–		54
					5' - 10'	0.67	0.73	0.75	0.11	–	–	–		49
					15'	0.96	1.09	1.10	0.11	–	–	–		44
	9	9	9	8	20'	1.27	1.49	1.47	0.11	–	–	–		44
	10	10.5	9	to	25'	1.38	1.57	1.48	0.11	–	–	–		44
	11	11.5	9	12	30'	1.49	1.70	1.58	0.11	–	–	–		44
9' x 8'	9	9.5	9	4 to 12	0.33' - <2'	0.60	0.85	0.73	0.22	0.29	0.52	0.53		–
					2' - <3'	0.64	0.86	0.76	0.12	–	–	–		59
					3' - <5'	0.62	0.72	0.72	0.11	–	–	–		59
					5' - 10'	0.71	0.77	0.81	0.11	–	–	–		54
					15'	1.01	1.16	1.17	0.11	–	–	–		44
	9	9.5	9	8	20'	1.27	1.56	1.45	0.11	–	–	–		44
	10	10.5	9	to	25'	1.45	1.65	1.57	0.11	–	–	–		44
	11	11.5	9	12	30'	1.59	1.72	1.66	0.11	–	–	–		44
9' x 9'	9	9.5	9	4 to 12	0.33' - <2'	0.68	0.88	0.76	0.22	0.29	0.55	0.57		–
					2' - <3'	0.68	0.88	0.78	0.18	–	–	–		72
					3' - <5'	0.68	0.75	0.78	0.18	–	–	–		72
					5' - 10'	0.79	0.82	0.88	0.17	–	–	–		59
					15'	1.11	1.22	1.26	0.13	–	–	–		49
	9	9.5	9	8	20'	1.37	1.64	1.54	0.13	–	–	–		49
	10	10.5	9	to	25'	1.56	1.73	1.65	0.13	–	–	–		44
	11	11.5	9.5	12	30'	1.56	1.73	1.68	0.12	–	–	–		44

TABLE 13B - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 9' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
9' x 5'	10	10	10	4 to 12	0.33' - <2'	0.49	0.65	0.57	0.24	0.24	0.40	0.48	See General Note 5	–
					2' - <3'	0.49	0.65	0.57	0.12	–	–	–		54
					3' - <5'	0.46	0.54	0.53	0.12	–	–	–		49
					5' - 10'	0.52	0.50	0.51	0.12	–	–	–		49
					15'	0.75	0.74	0.75	0.12	–	–	–		44
					20'	0.98	1.01	1.00	0.12	–	–	–		44
	10	10.5	10	8 to	25'	1.21	1.27	1.19	0.12	–	–	–		44
	11	11.5	10	12	30'	1.30	1.36	1.30	0.12	–	–	–		44
9' x 6'	10	10	10	4 to 12	0.33' - <2'	0.48	0.68	0.60	0.24	0.24	0.39	0.48		–
					2' - <3'	0.48	0.68	0.60	0.12	–	–	–		54
					3' - <5'	0.45	0.57	0.56	0.12	–	–	–		49
					5' - 10'	0.52	0.53	0.56	0.12	–	–	–		49
					15'	0.74	0.79	0.81	0.12	–	–	–		44
					20'	0.97	1.07	1.07	0.12	–	–	–		44
	10	10.5	10	8 to	25'	1.18	1.35	1.28	0.12	–	–	–		44
	11	11.5	10	12	30'	1.27	1.44	1.38	0.12	–	–	–		44
9' x 7'	10	10	10	4 to 12	0.33' - <2'	0.49	0.70	0.63	0.24	0.24	0.39	0.49		–
					2' - <3'	0.49	0.70	0.63	0.12	–	–	–		59
					3' - <5'	0.46	0.59	0.59	0.12	–	–	–		54
					5' - 10'	0.54	0.57	0.60	0.12	–	–	–		49
					15'	0.75	0.84	0.86	0.12	–	–	–		44
					20'	0.98	1.13	1.14	0.12	–	–	–		44
	10	10.5	10	8 to	25'	1.18	1.43	1.36	0.12	–	–	–		44
	11	11.5	10	12	30'	1.28	1.52	1.46	0.12	–	–	–		44
9' x 8'	10	10	10	4 to 12	0.33' - <2'	0.51	0.72	0.65	0.24	0.24	0.39	0.51		–
					2' - <3'	0.51	0.72	0.65	0.12	–	–	–		59
					3' - <5'	0.49	0.61	0.62	0.12	–	–	–		59
					5' - 10'	0.57	0.60	0.65	0.12	–	–	–		54
					15'	0.79	0.89	0.92	0.12	–	–	–		44
					20'	1.02	1.20	1.22	0.12	–	–	–		44
	10	10.5	10	8 to	25'	1.21	1.50	1.44	0.12	–	–	–		44
	11	11.5	10	12	30'	1.33	1.59	1.54	0.12	–	–	–		44
9' x 9'	10	10	10	4 to 12	0.33' - <2'	0.54	0.74	0.68	0.24	0.24	0.41	0.54		–
					2' - <3'	0.54	0.74	0.68	0.15	–	–	–		72
					3' - <5'	0.53	0.63	0.64	0.13	–	–	–		72
					5' - 10'	0.62	0.64	0.70	0.12	–	–	–		59
					15'	0.85	0.94	0.99	0.12	–	–	–		49
					20'	1.09	1.26	1.29	0.12	–	–	–		49
	10	10.5	10	8 to	25'	1.28	1.56	1.52	0.12	–	–	–		44
	11	11.5	10	12	30'	1.42	1.66	1.66	0.12	–	–	–		44

NOTES:
1. See Sheet 2 for General Notes.
2. See Sheet 7 for Reinforcing Details and dimension locations.
3. See Sheet 14 for WWR Bending Diagrams.

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TABLE 14 - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 10' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
10' x 5'	10	10	10	4 to 12	0.33' - <2'	0.60	0.73	0.61	0.24	0.24	0.50	0.57	See General Note 5	-
					2' - <3'	0.60	0.73	0.61	0.12	-	-	-		58
					3' - <5'	0.57	0.64	0.58	0.12	-	-	-		53
					5' - 10'	0.65	0.60	0.60	0.12	-	-	-		52
					15'	0.94	0.90	0.89	0.12	-	-	-		47
	10	10	10	8 to 12	20'	1.24	1.23	1.19	0.12	-	-	-		47
	11	11.5	10		25'	1.39	1.37	1.28	0.12	-	-	-		47
	12.5	12.5	10		30'	1.38	1.43	1.41	0.12	-	-	-		47
10' x 6'	10	10	10	4 to 12	0.33' - <2'	0.58	0.75	0.64	0.24	0.24	0.48	0.56		-
					2' - <3'	0.58	0.75	0.64	0.12	-	-	-		58
					3' - <5'	0.56	0.67	0.62	0.12	-	-	-		52
					5' - 10'	0.64	0.64	0.65	0.12	-	-	-		52
					15'	0.92	0.96	0.95	0.12	-	-	-		47
	10	10	10	8 to 12	20'	1.21	1.31	1.27	0.12	-	-	-		47
	11	11.5	10		25'	1.35	1.44	1.36	0.12	-	-	-		47
	12.5	12.5	10		30'	1.35	1.51	1.49	0.12	-	-	-		47
10' x 7'	10	10	10	4 to 12	0.33' - <2'	0.57	0.78	0.67	0.24	0.24	0.48	0.57		-
					2' - <3'	0.57	0.78	0.67	0.12	-	-	-		58
					3' - <5'	0.58	0.70	0.65	0.12	-	-	-		58
					5' - 10'	0.65	0.68	0.70	0.12	-	-	-		52
					15'	0.92	1.02	1.02	0.12	-	-	-		47
	10	10	10	8 to 12	20'	1.21	1.38	1.35	0.12	-	-	-		47
	11	11.5	10		25'	1.33	1.52	1.44	0.12	-	-	-		47
	12.5	12.5	10		30'	1.38	1.58	1.57	0.12	-	-	-		47
10' x 8'	10	10	10	4 to 12	0.33' - <2'	0.58	0.80	0.70	0.24	0.26	0.48	0.58		-
					2' - <3'	0.58	0.80	0.70	0.12	-	-	-		64
					3' - <5'	0.60	0.72	0.68	0.12	-	-	-		58
					5' - 10'	0.67	0.72	0.75	0.12	-	-	-		52
					15'	0.95	1.08	1.08	0.12	-	-	-		47
	10	10	10	8 to 12	20'	1.24	1.45	1.44	0.12	-	-	-		47
	11	11.5	10		25'	1.36	1.59	1.52	0.12	-	-	-		47
	12.5	12.5	10		30'	1.45	1.64	1.64	0.12	-	-	-		47
10' x 9'	10	10	10	4 to 12	0.33' - <2'	0.61	0.82	0.73	0.24	0.26	0.50	0.61		-
					2' - <3'	0.61	0.82	0.73	0.14	-	-	-		70
					3' - <5'	0.64	0.75	0.73	0.13	-	-	-		64
					5' - 10'	0.72	0.77	0.80	0.12	-	-	-		58
					15'	1.00	1.13	1.15	0.12	-	-	-		52
	10	10	10	8 to 12	20'	1.30	1.53	1.52	0.12	-	-	-		47
	11	11.5	10		25'	1.42	1.66	1.60	0.12	-	-	-		47
	12.5	12.5	10		30'	1.57	1.70	1.72	0.12	-	-	-		47
10' x 10'	10	10	10	4 to 12	0.33' - <2'	0.66	0.84	0.75	0.24	0.27	0.52	0.65		-
					2' - <3'	0.66	0.84	0.75	0.20	-	-	-		79
					3' - <5'	0.70	0.77	0.79	0.19	-	-	-		70
					5' - 10'	0.79	0.81	0.87	0.18	-	-	-		64
					15'	1.09	1.19	1.23	0.15	-	-	-		52
	10	10	10	8 to 12	20'	1.40	1.61	1.61	0.14	-	-	-		52
	11	11.5	10		25'	1.53	1.74	1.68	0.14	-	-	-		47
	12.5	12.5	10.5		30'	1.60	1.71	1.74	0.14	-	-	-		47

TABLE 15 - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 11' SPANS

SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
11' x 4'	11	11	11	4 to 12	0.33' - <2'	0.60	0.66	0.54	0.27	0.27	0.52	0.56	See General Note 5	-
					2' - <3'	0.60	0.66	0.54	0.14	-	-	-		62
					3' - <5'	0.60	0.61	0.53	0.14	-	-	-		62
					5' - 10'	0.79	0.63	0.62	0.14	-	-	-		55
					15'	1.01	0.82	0.79	0.14	-	-	-		55
	12	12	11	8 to 12	20'	1.34	1.11	1.06	0.14	-	-	-		55
	13.5	13.5	11		25'	1.52	1.27	1.23	0.14	-	-	-		55
					30'	1.54	1.37	1.34	0.14	-	-	-		50
11' x 6'	11	11	11	4 to 12	0.33' - <2'	0.57	0.71	0.60	0.27	0.27	0.47	0.53		-
					2' - <3'	0.56	0.71	0.60	0.14	-	-	-		62
					3' - <5'	0.56	0.67	0.59	0.14	-	-	-		55
					5' - 10'	0.73	0.71	0.72	0.14	-	-	-		55
					15'	0.92	0.92	0.91	0.14	-	-	-		50
	11	11	11	8 to 12	20'	1.21	1.25	1.21	0.14	-	-	-		50
	12	12	11		25'	1.37	1.43	1.39	0.14	-	-	-		50
	13.5	13.5	11		30'	1.39	1.53	1.50	0.14	-	-	-		50
11' x 8'	11	11	11	4 to 12	0.33' - <2'	0.55	0.76	0.66	0.27	0.27	0.46	0.55		-
					2' - <3'	0.55	0.76	0.66	0.14	-	-	-		62
					3' - <5'	0.54	0.72	0.65	0.14	-	-	-		62
					5' - 10'	0.73	0.79	0.82	0.14	-	-	-		55
					15'	0.93	1.03	1.03	0.14	-	-	-		50
	11	11	11	8 to 12	20'	1.21	1.39	1.36	0.14	-	-	-		50
	12	12.5	11		25'	1.34	1.56	1.50	0.14	-	-	-		50
	13.5	13.5	11		30'	1.41	1.66	1.65	0.14	-	-	-		50
11' x 10'	11	11	11	4 to 12	0.33' - <2'	0.60	0.81	0.71	0.27	0.27	0.48	0.60		-
					2' - <3'	0.60	0.81	0.71	0.15	-	-	-		75
					3' - <5'	0.61	0.77	0.70	0.14	-	-	-		69
					5' - 10'	0.80	0.88	0.93	0.14	-	-	-		62
					15'	1.01	1.13	1.15	0.14	-	-	-		55
	11	11	11	8 to 12	20'	1.30	1.52	1.52	0.14	-	-	-		50
	12	12.5	11		25'	1.42	1.70	1.65	0.14	-	-	-		50
	13.5	14	11		30'	1.53	1.77	1.74	0.14	-	-	-		50
11' x 11'	11	11	11	4 to 12	0.33' - <2'	0.64	0.83	0.74	0.27	0.27	0.51	0.64		-
					2' - <3'	0.64	0.83	0.74	0.21	-	-	-		86
					3' - <5'	0.67	0.79	0.75	0.21	-	-	-		75
					5' - 10'	0.88	0.93	0.99	0.19	-	-	-		69
					15'	1.09	1.19	1.23	0.16	-	-	-		55
	11	11	11	8 to 12	20'	1.40	1.59	1.60	0.15	-	-	-		55
	12	12.5	11		25'	1.54	1.77	1.73	0.15	-	-	-		50
	13.5	14	11.5		30'	1.57	1.77	1.76	0.14	-	-	-		50

NOTES:
1. See Sheet 2 for General Notes.
2. See Sheet 7 for Reinforcing Details and dimension locations.
3. See Sheet 14 for WWR Bending Diagrams.

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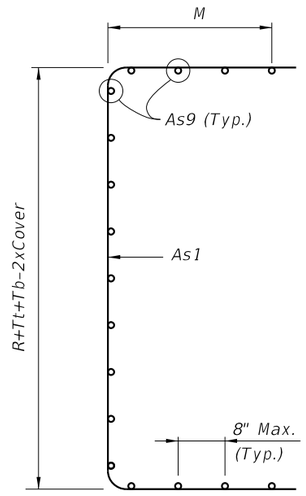
TABLE 16 - STANDARD PRECAST BOX CULVERT DESIGNS (3" COVER) - 12' SPANS

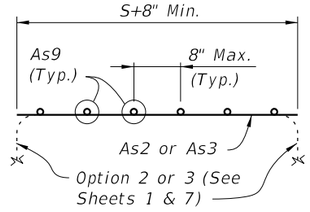
SPAN x RISE (S) (R) (Ft.)	SLAB / WALL THICKNESS TOP (Tt) (in.)	BOT. (Tb) (in.)	SIDE (Tw) (in.)	HAUNCH (H) (in.)	DESIGN EARTH COVER ABOVE TOP SLAB	REINFORCEMENT AREAS (sq. in./Ft.) As1	As2	As3	As4	As5	As7	As8	As9	As1 EXT. LENGTH (M) (in.)
12' x 4'	12	12	12	4 to 12	0.33' - <2'	0.59	0.64	0.51	0.29	0.29	0.52	0.55	See General Note 5	–
					2' - <3'	0.60	0.64	0.51	0.15	–	–	–		73
					3' - <5'	0.60	0.61	0.51	0.15	–	–	–		66
					5' - 10'	0.81	0.61	0.61	0.15	–	–	–		66
					15'	1.04	0.80	0.77	0.15	–	–	–		59
					20'	1.37	1.08	1.03	0.15	–	–	–		59
	13	13	12	8 to 12	25'	1.58	1.26	1.21	0.15	–	–	–		59
	14.5	14.5	12		30'	1.63	1.38	1.34	0.15	–	–	–		53
12' x 6'	12	12	12	4 to 12	0.33' - <2'	0.56	0.70	0.57	0..29	0.29	0.47	0.52		–
					2' - <3'	0.56	0.70	0.57	0.15	–	–	–		66
					3' - <5'	0.56	0.67	0.57	0.15	–	–	–		59
					5' - 10'	0.74	0.69	0.70	0.15	–	–	–		59
					15'	0.94	0.90	0.88	0.15	–	–	–		53
					20'	1.23	1.22	1.17	0.15	–	–	–		53
	13	13	12	8 to 12	25'	1.40	1.42	1.37	0.15	–	–	–		53
	14.5	15	12		30'	1.44	1.54	1.48	0.15	–	–	–		53
12' x 8'	12	12	12	4 to 12	0.33' - <2'	0.55	0.75	0.63	0.29	0.29	0.45	0.53		–
					2' - <3'	0.55	0.75	0.63	0.15	–	–	–		66
					3' - <5'	0.55	0.73	0.63	0.15	–	–	–		59
					5' - 10'	0.73	0.77	0.79	0.15	–	–	–		59
					15'	0.93	1.00	0.99	0.15	–	–	–		53
	12	12	12	8	20'	1.21	1.35	1.31	0.15	–	–	–		53
	13	13.5	12	to	25'	1.35	1.55	1.48	0.15	–	–	–		53
	14.5	15	12	12	30'	1.40	1.67	1.62	0.15	–	–	–		53
12' x 10'	12	12	12	4 to 12	0.33' - <2'	0.57	0.80	0.68	0.29	0.29	0.46	0.57		–
					2' - <3'	0.57	0.80	0.68	0.15	–	–	–		73
					3' - <5'	0.59	0.77	0.68	0.15	–	–	–		66
					5' - 10'	0.78	0.85	0.89	0.15	–	–	–		59
					15'	0.98	1.10	1.11	0.15	–	–	–		53
	12	12	12	8	20'	1.26	1.47	1.45	0.15	–	–	–		53
	13	13.5	12	to	25'	1.39	1.68	1.63	0.15	–	–	–		53
	14.5	15	12	12	30'	1.48	1.79	1.76	0.15	–	–	–		53
12' x 12'	12	12	12	4 to 12	0.33' - <2'	0.65	0.84	0.73	0.29	0.29	0.50	0.65		–
					2' - <3'	0.65	0.84	0.73	0.23	–	–	–		93
					3' - <5'	0.68	0.81	0.75	0.22	–	–	–		80
					5' - 10'	0.90	0.94	1.01	0.21	–	–	–		73
					15'	1.12	1.20	1.24	0.18	–	–	–		59
	12	12	12	8	20'	1.42	1.60	1.61	0.16	–	–	–		59
	13	13.5	12	to	25'	1.57	1.81	1.78	0.16	–	–	–		53
	14.5	15	12.5	12	30'	1.63	1.86	1.85	0.15	–	–	–		53

NOTES:
1. See Sheet 2 of 14 for General Notes.
2. See Sheet 7 of 14 for Reinforcing Details and dimension locations.

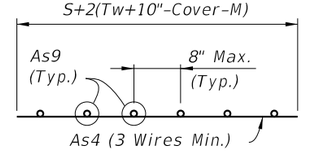
WELDED WIRE REINFORCEMENT BENDING DIAGRAM



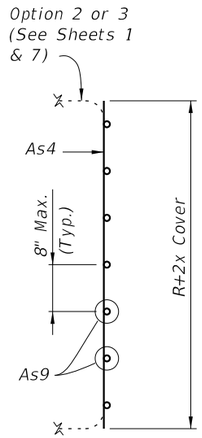
WWR PIECE NO. 1
(2 Reqd. per segment)



WWR PIECE NO. 2
(2 Reqd. per segment)

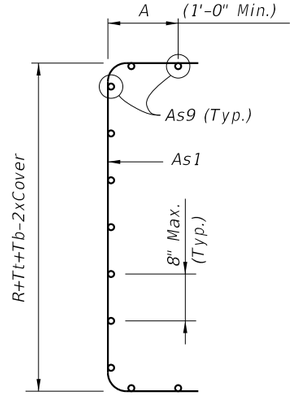


WWR PIECE NO. 4
(Tongue Reinforcement)
(4 Reqd. per segment)

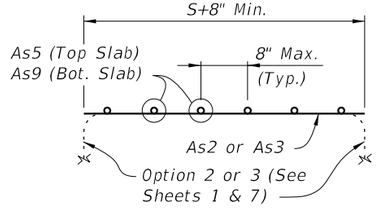


WWR PIECE NO. 3
(2 Reqd. per segment)

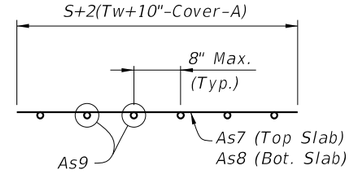
TYPE 2 BOX SECTION (DESIGN EARTH COVER 2' OR GREATER)



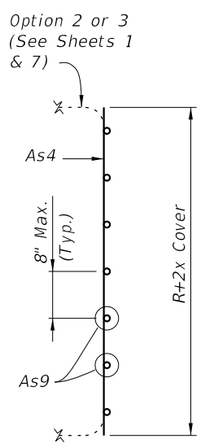
WWR PIECE NO. 1
(2 Reqd. per segment)



WWR PIECE NO. 2
(2 Reqd. per segment)



WWR PIECE NO. 4
(2 Reqd. per segment)



WWR PIECE NO. 3
(2 Reqd. per segment)

TYPE 1 BOX SECTION (DESIGN EARTH COVER LESS THAN 2')

REINFORCEMENT NOTES:
1. Reinforcement bending dimensions are out-to-out.
2. See General Notes 4, 5 and 6 on Sheet 2.
3. See Tables 1 thru 16 for dimensions M, R, S, Tb, Tt and Tw.
4. Dimension "A" is determined by the Manufacturer in accordance with the requirements of Detail "B" on Sheets 1 and 7.

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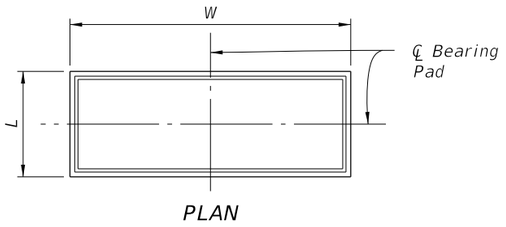
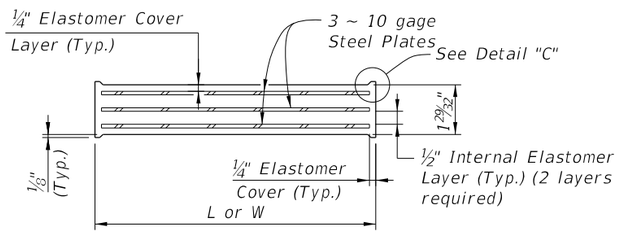
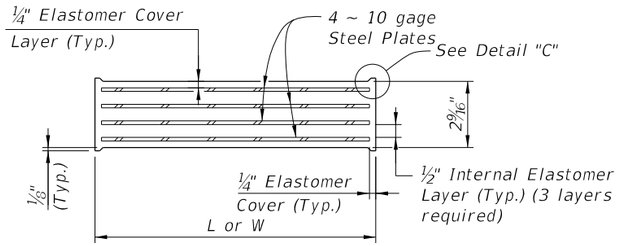
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/13			FY 2020-21 STANDARD PLANS	STANDARD PRECAST CONCRETE BOX CULVERTS	400-292	14 of 14



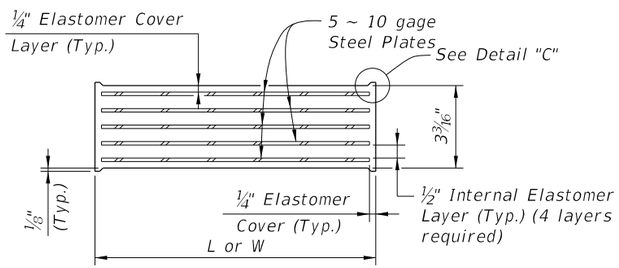
PLAN



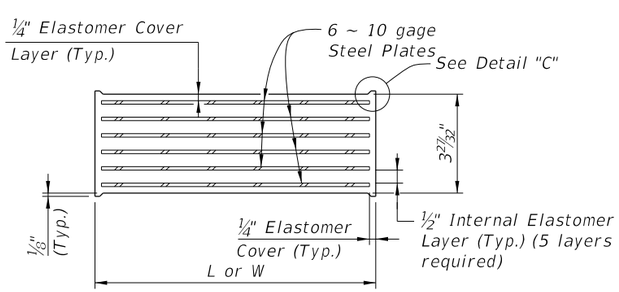
TYPICAL SECTION TYPE D, E & AA PAD



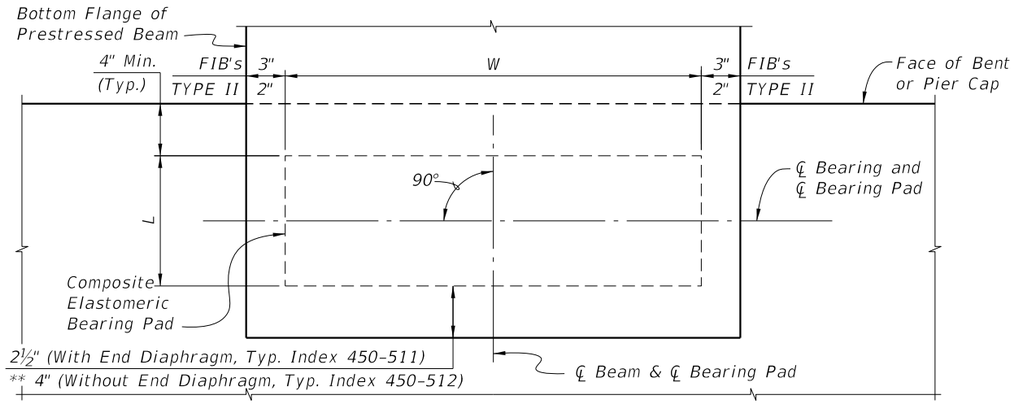
TYPICAL SECTION TYPE F, G & AB PAD



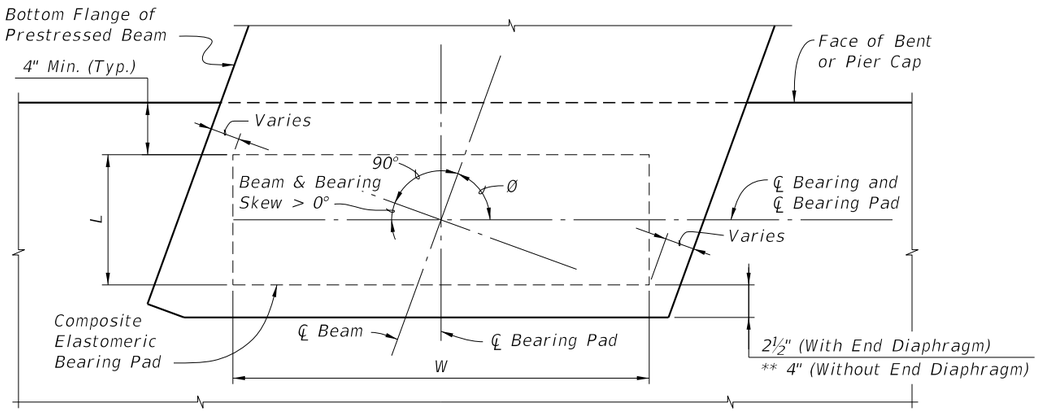
TYPICAL SECTION TYPE H PAD



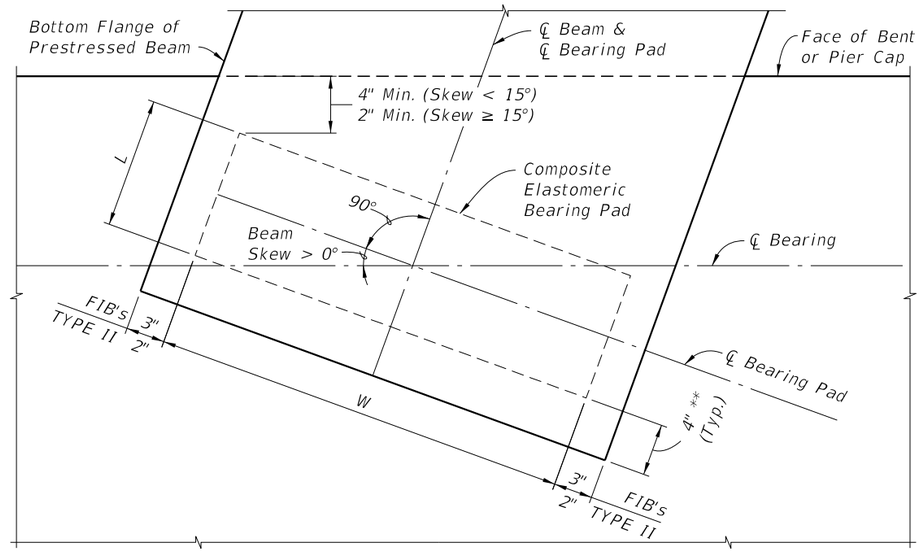
TYPICAL SECTION TYPE J & K PAD



PARTIAL PLAN (Beam & Bearing Skew = 0°)



PARTIAL PLAN (Beam & Bearing Skew > 0°) (Use Index 450-511)

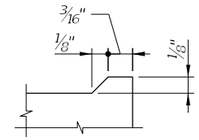


PARTIAL PLAN WITH SQUARED END BEAM (Use Index 450-512)
(Beam Skew > 0°; Bearing Skew = 0°)

	BEAM TYPE	BEARING PAD DIMENSIONS		*BEVELED BEARING PLATE DIMENSIONS	
PAD TYPE (See Note 1)		L	W	C	D
D (G=110psi)	FLORIDA I-BEAM	8"	2'-8"	1'-0"	3'-0"
E (G=110psi)		10"	2'-8"	1'-0"	3'-0"
F (G=110psi)		10"	2'-8"	1'-0"	3'-0"
G (G=150psi)		10"	2'-8"	1'-0"	3'-0"
H (G=150psi)		10"	2'-8"	1'-0"	3'-0"
J (G=150psi)		10"	2'-8"	1'-0"	3'-0"
K (G=150psi)		1'-0"	2'-8"	1'-1½"	3'-0"
AA (G=110psi)	AASHTO TYPE II	10"	1'-2"	1'-0"	1'-4"
AB (G=150psi)		10"	1'-2"	1'-0"	1'-4"

* Work this sheet with the appropriate type Bearing Plate Detail (See Bearing Plate Data Table) and BEARING PAD DATA TABLE in the Structures Plans. See TABLE OF BEAM VARIABLES and BEARING PLATE DATA TABLE in the Structures Plans for locations where beveled bearing plates are required.

** Offset to End of Beam is reduced to 2" for Type K Pad.



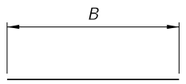
DETAIL "C"

BEARING PAD NOTES:

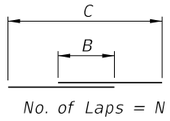
1. Neoprene in Type D, E, F & AA bearing pads shall have a shear modulus (G) of 110 psi. Neoprene in Type G, H, J, K & AB bearing pads shall have a shear modulus (G) of 150 psi.
2. Steel Plates in bearing pads shall conform to ASTM A1011 Grade 36, Type 1.
3. See Bearing Pad Data Table in Structures Plans for quantities of Type D, E, F, G, H, J, K, AA and/or AB Bearing Pads.

11/18/2019 4:05:56 PM

LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FDOT	FY 2020-21 STANDARD PLANS	COMPOSITE ELASTOMERIC BEARING PADS - PRESTRESSED FLORIDA-I & AASHTO TYPE II BEAM	INDEX 400-510 / SHEET 1 of 1



TYPE 1



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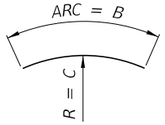
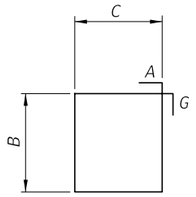
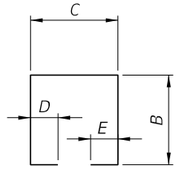


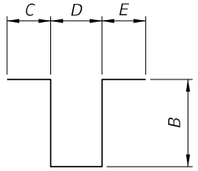
TYPE 3



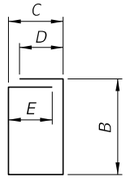
TYPE 4



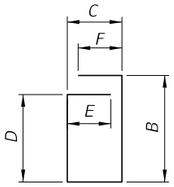
TYPE 5



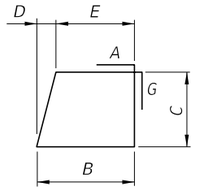
TYPE 6



TYPE 7



TYPE 8



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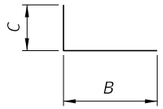

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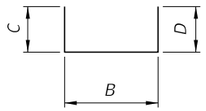
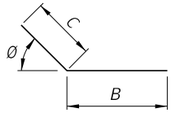


TYPE 1 1



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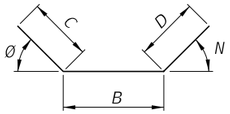
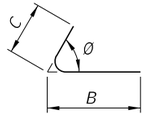


TYPE 13



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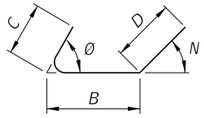

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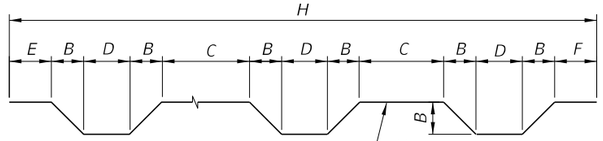
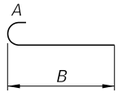
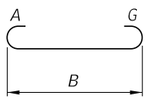


TYPE 16

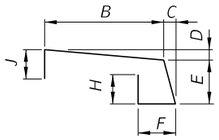
Number of Beams or Walls = N
Number of D's = N–1
Number of B's = 2N–2
Number of C's = N–2
45° Typical



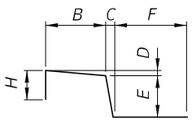
TYPE 17



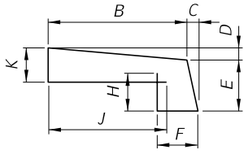
TYPE 18



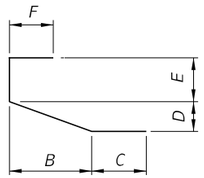
TYPE 19



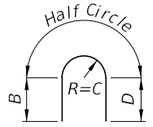
TYPE 20



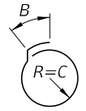
TYPE 21



TYPE 22



TYPE 23



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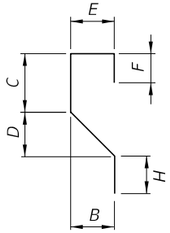
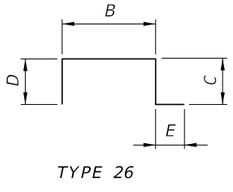
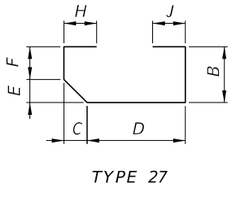


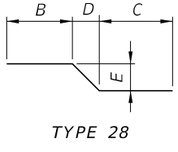
TYPE 25



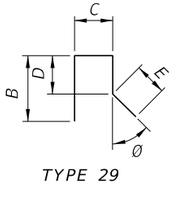
TYPE 26



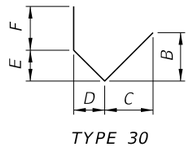
TYPE 27



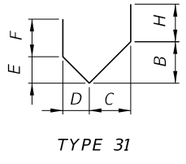
TYPE 28



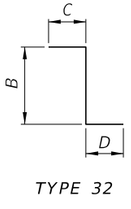
TYPE 29



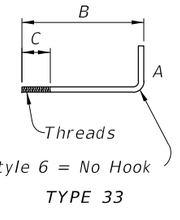
TYPE 30



TYPE 31

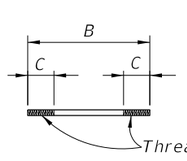


TYPE 32

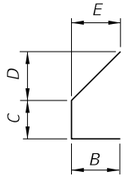


Style 6 = No Hook

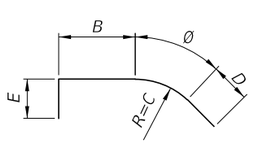
TYPE 33



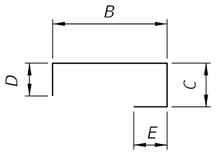
TYPE 34



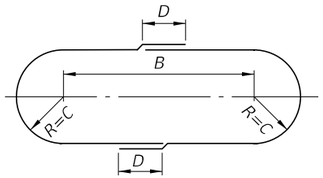
TYPE 35



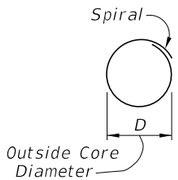
TYPE 36



TYPE 37

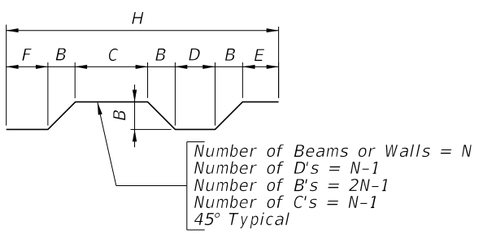


TYPE 38



TYPE 39

C = Pitch
B = Overall Height
Ø = Spirals shall be ASTM A615 Grade 60 plain or deformed bars or ASTM A1064 plain or deformed steel wire.
N = Total number of closed turns at Top and Bottom of columns
Splices may be accomplished by lapping 1.5 turns. Cost of Channel Spacers and Splices shall be included in the Contract Unit Price for Reinf. Steel (Substructure)



Number of Beams or Walls = N
Number of D's = N–1
Number of B's = 2N–1
Number of C's = N–1
45° Typical

TYPE 40

TYPE 41

TYPE 42

TYPE 43

HOOK DETAILS

180° 90°

BAR SIZE	D	180° HOOKS A OR G	180° HOOKS J	90° HOOKS A OR G
#3	2¼"	5"	3"	6"
#4	3"	6"	4"	8"
#5	3¾"	7"	5"	10"
#6	4½"	8"	6"	1'-0"
#7	5¼"	10"	7"	1'-2"
#8	6"	11"	8"	1'-4"
#9	9½"	1'-3"	11¾"	1'-7"
#10	10¾"	1'-5"	1'-1¼"	1'-10"
#11	12"	1'-7"	1'-2¾"	2'-0"
#14	18¼"	2'-3"	1'-9¾"	2'-7"
#18	24"	3'-0"	2'-4½"	3'-5"
STYLE		1		3

90° 135°

STIRRUPS (TIES SIMILAR)

STIRRUP & TIE HOOK DIMENSIONS

BAR SIZE	D	90° HOOKS A or G	135° HOOKS A or G	135° HOOKS H *
#3	1½"	4"	4"	2½"
#4	2"	4½"	4½"	3"
#5	2½"	6"	5½"	3¾"
#6	4½"	1'-0"	8"	4½"
#7	5¼"	1'-2"	9"	5¼"
#8	6"	1'-4"	10½"	6"
STYLE		4	5	

STYLE 6 = NO HOOK

* Dimension is approximate.

Hook Styles Detailed on this sheet are for Illustration Only.

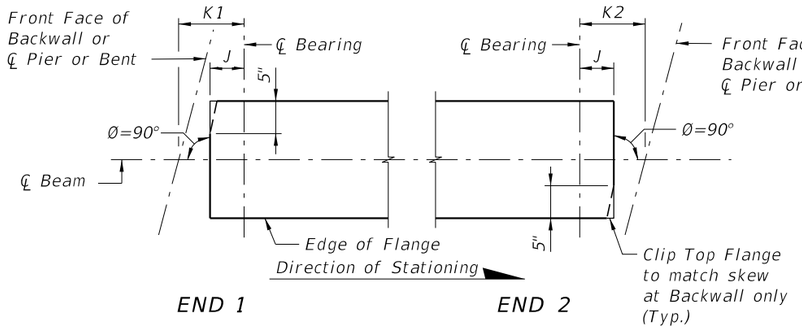
Actual Hook Style for any particular bar will be shown under A or G Heading on REINFORCING BAR LIST sheet(s) in Structures Plans.

All Dimensions are out-to-out.

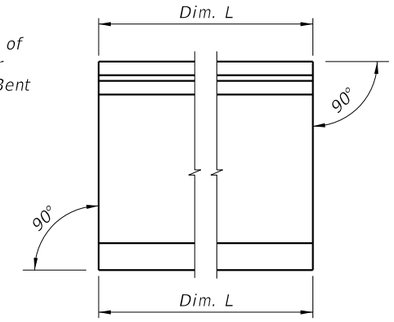
NOTE: For Bar Dimensions See REINFORCING BAR LIST Sheet(s) in Structures Plans.

11/18/2019 4:05:57 PM

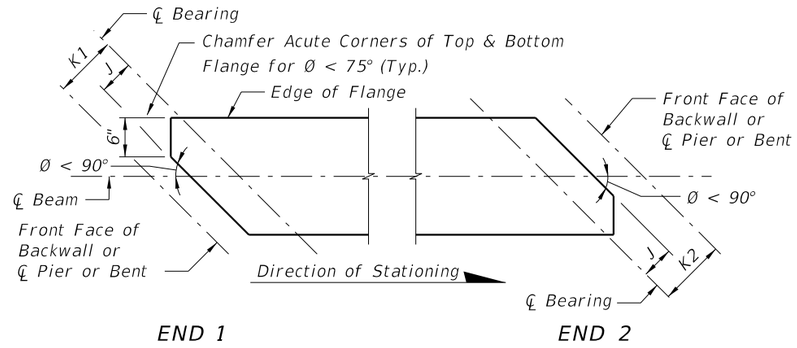
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FDOT FY 2020-21 STANDARD PLANS	BAR BENDING DETAILS (STEEL)	415-001	1 of 1



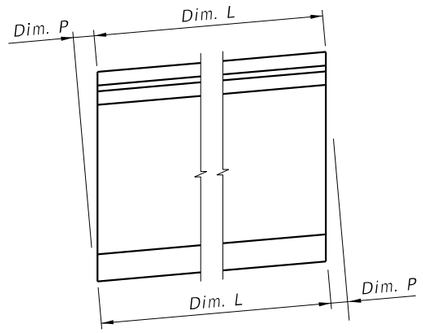
CASE 1
(Standard Orientation for New Construction)



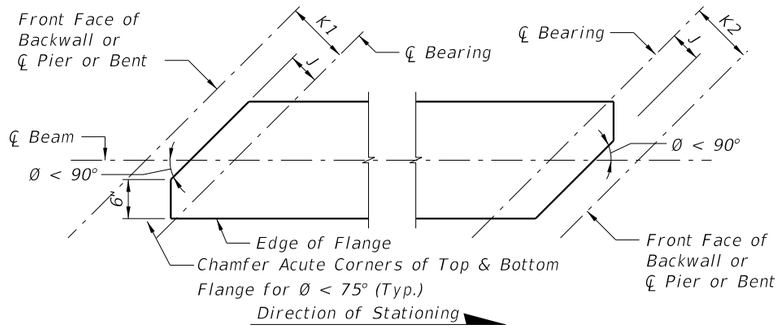
CONDITION 1
(Dim P = 0.0)



CASE 2
(Special Orientation for Widenings)

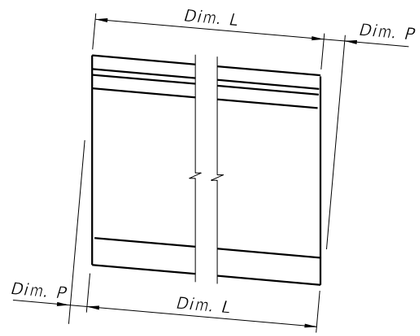


CONDITION 2



CASE 3
(Special Orientation for Widenings)

SCHEMATIC PLAN VIEWS AT BEAM ENDS



CONDITION 3

SCHEMATIC END ELEVATIONS OF BEAMS
(Showing Vertical Bevel of Beam End)

BEAM NOTES

1. Work this Index with the Florida-I Beam Standard Details (Index 450-036 thru 450-096) and the Table of Beam Variables in Structures Plans.
2. All bar bend dimensions are out-to-out.
3. Concrete cover: 2 inches minimum.
4. Strands N: ⅜" Ø minimum, stressed to 10,000 lbs. each.
5. Place one (1) Bar 5K or 5Z at each location. Alternate the direction of the ends for each bar (see "ELEVATION AT END OF BEAM" in Standard Details.
6. Tie Bars 5K and 5Z to the fully bonded strands in the bottom or center row (see "STRAND PATTERN" on the Table of Beam Variables sheet in Structures Plans).
   A. At the Contractor's option, the length of the bottom legs of Bars 5K and 5Z may be extended to facilitate tying to the exterior strands.
   B. For deformed WWR, supplemental transverse #4 bars are permitted to support Pieces K & S under the cross wires on the bottom row of strands.
7. Place Bars 3C1, 3D1 and 4M1 in beam END 1, and Bars 3C2, 3D2 and 4M2 in beam END 2. END 1 and END 2 are shown on the Standard Details "ELEVATION".
8. For Beams with vertically beveled end conditions: Place first row of Bars 3C1, 3C2, 3D1, 3D2, 5K, 5Y and 5Z parallel to the end of the beam. Progressively rotate remaining bars within the limits of Bars 5Z until vertical by adjusting the spacing at the top of beam up to a maximum of 1". For deformed WWR, cut top cross wire and rotate bars as required or reduce end cover at top of the beam to 1" minimum.
9. For beams with skewed end conditions:
   A. Place end reinforcement parallel to the skewed end of the beam. End reinforcement is defined as Bars 3C1, 3C2, 3D1, 3D2, 5K, 4M1, 4M2, 5Y and 5Z placed within the limits of the spacing for Bars 3C in "ELEVATION AT END OF BEAM".
   B. Beyond the limits of the spacing for Bars 3C, place Bars 3D3, 5K and 4M3 perpendicular to the longitudinal axis of the beam. Fan Bars as needed to avoid overlapping bars at the transition to Bars 3D3 and 4M3, and field cut to maintain minimum cover. Provide additional Bars 4M1, 4M2, 3D1 and 3D2 as required; additional bars are not included in the "BILL OF REINFORCING STEEL". For placement locations see Skewed Beam End Details for Widening Existing Bridges.
   C. Adjust the dimensions of Bars 3C1, 3C2, 3D1, 3D2, 4M1 and 4M2 as shown on the Bending Diagram.
   D. WWR is not permitted for end reinforcement Bars 3D1, 3D2, 4M1 and 4M2; use bar reinforcement.
10. Contractor Options:
   A. Deformed WWR may be used in lieu of Bars 3D, 5K, 4M, and 5Z as shown on the Standard Details; except at skewed ends (see Note 9).
   B. Bars 3D1, 3D2 and 3D3 may be fabricated as a single bar with a 1'-0" minimum lap splice of the top legs, or the length of the bottom legs may be extended to facilitate tying to the exterior strands.
11. Embedment of Safety Line Anchorage Devices are permitted in the top flange to accommodate fall protection systems. See shop drawings for details and spacing of any required anchorage devices.
12. For beams with ends that will not be permanently encased in concrete diaphragms, cut wedges and recess Prestressing strands at the end of the beam without damaging the surrounding concrete. See "STRAND CUTTING AND PROTECTING DETAIL" on Sheet 2. Protect end of wedged recessed strands in accordance with Specification Section 450.
13. Holes in the beam web for temporary bracing or shipping devices must be formed prior to casting. Fill holes not meeting all the following criteria in accordance with Specification Section 450.
   A. The superstructure environmental classification is slightly or moderately aggressive
   B. Clear cover to adjacent steel reinforcing is 1"or greater
   C. Hole inside diameter is 2" maximum
   D. Non-metallic, non-water absorbing forming materials such as PVC, may be left in place permanently.

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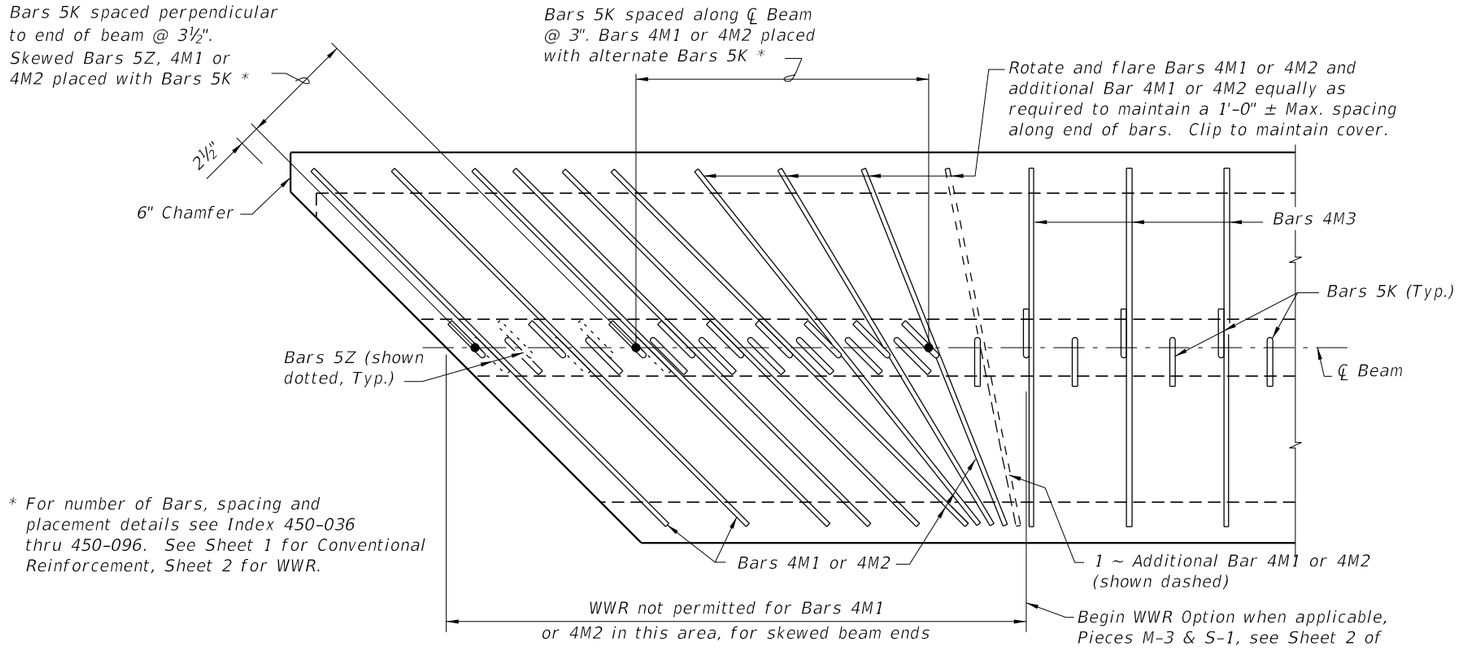
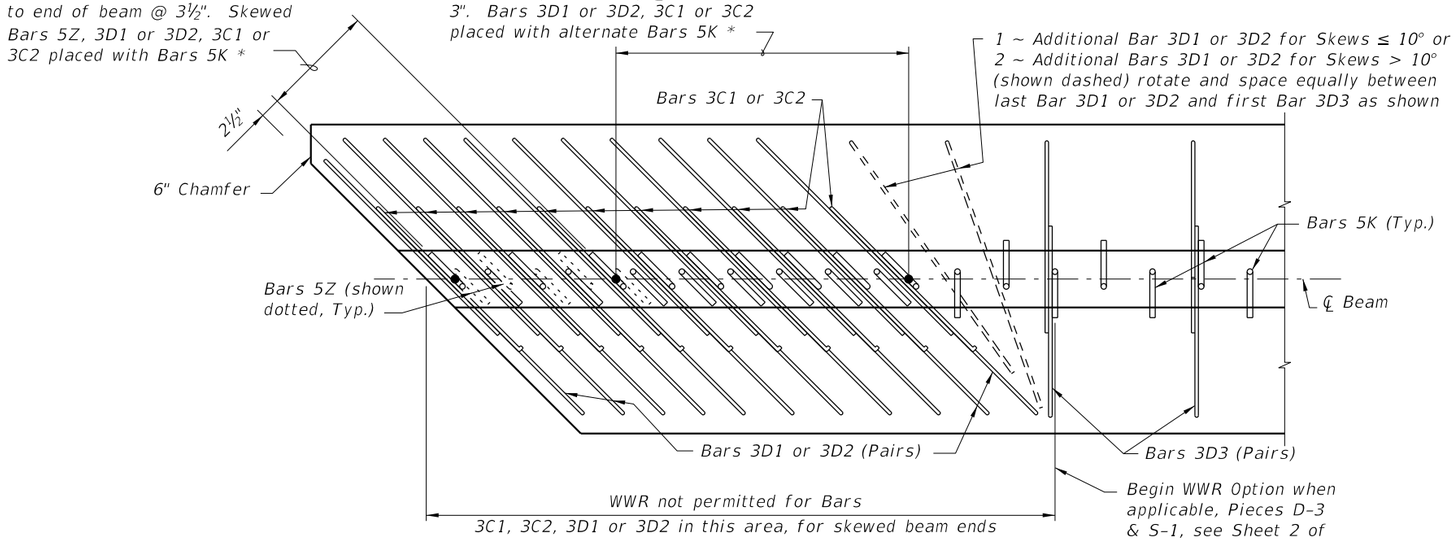
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	FLORIDA-I BEAM - TYPICAL DETAILS & NOTES	INDEX	SHEET
11/01/19						450-010	1 of 2



* For number of Bars, spacing and placement details see Index 450-036 thru 450-096. See Sheet 1 for Conventional Reinforcement, Sheet 2 for WWR.

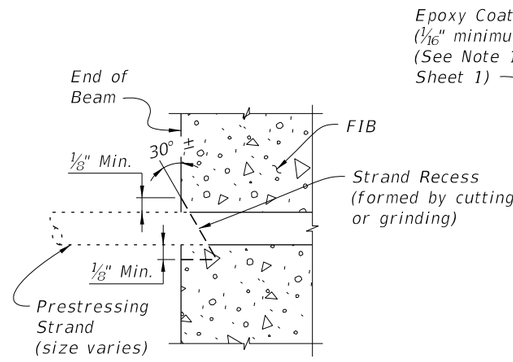
PARTIAL PLAN VIEW (SHOWING TOP FLANGE)
(End 1 Shown, End 2 Similar)
(Bars 5A, 5Y & Strands N not shown for clarity)



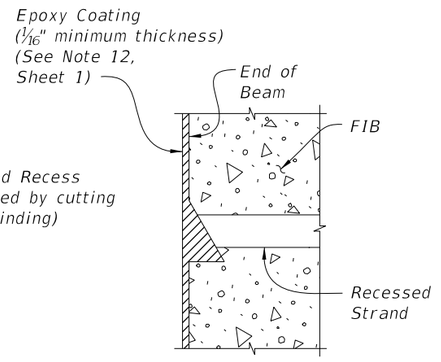
PARTIAL SECTION THRU WEB (SHOWING BOTTOM FLANGE)
(END 1 Shown, END 2 Similar)
(Bars 5Y, Strands, and Embedded Bearing Plate "A" not shown for clarity)

SKEWED BEAM END DETAILS FOR WIDENING EXISTING BRIDGES

(Florida-I 36 Beam shown, others similar)



TYPICAL SECTION
SHOWING CUT STRAND RECESS LIMITS

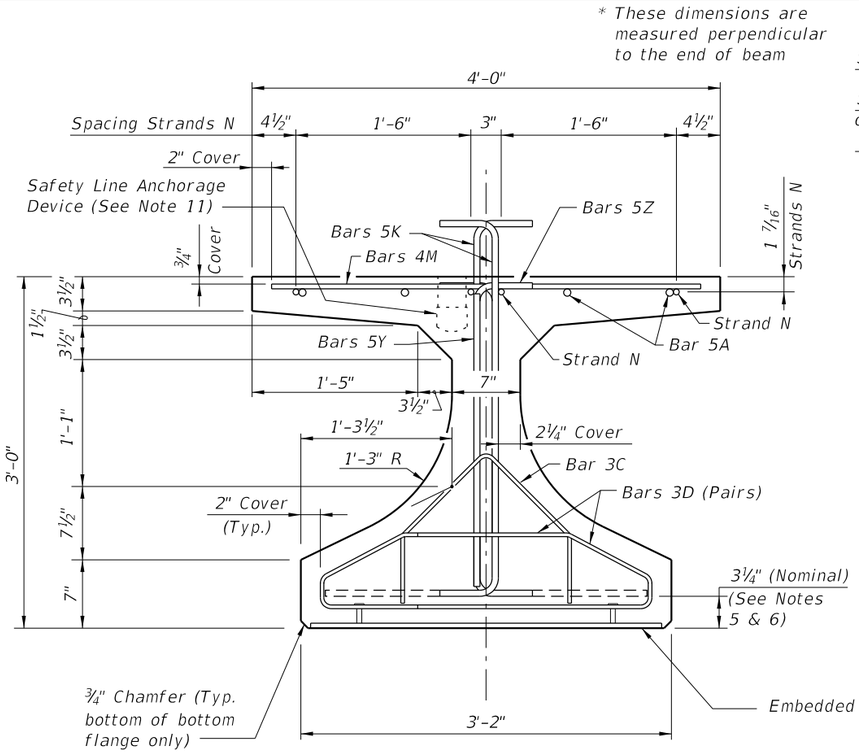


TYPICAL SECTION
AFTER PROTECTING

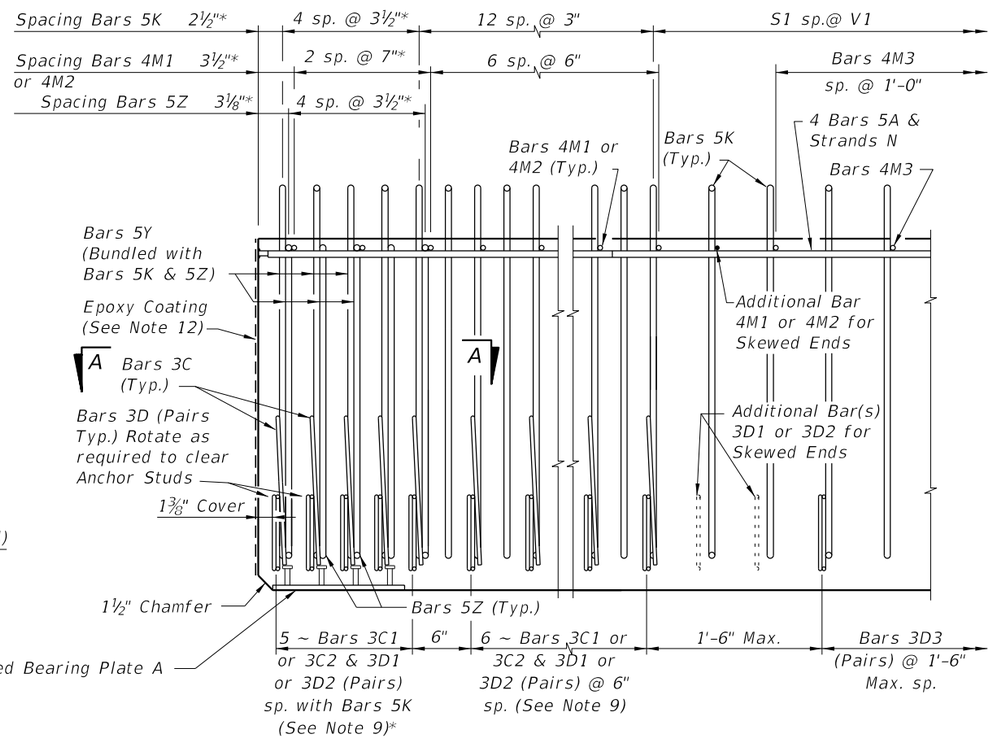
STRAND CUTTING AND PROTECTING DETAIL

11/18/2019 4:05:59 PM

LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	FLORIDA-I BEAM - TYPICAL DETAILS & NOTES	INDEX	SHEET
11/01/19					450-010	2 of 2



END VIEW



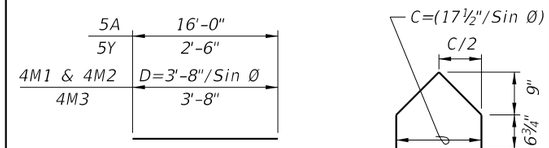
ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)

CONVENTIONAL REINFORCING BAR BENDING DETAILS

BILL OF REINFORCING STEEL

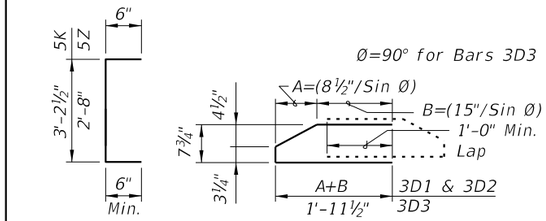
MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	5	8	16'-0"
C1	7, 8 & 9	3	11 (End 1)	Varies
C2	7, 8 & 9	3	11 (End 2)	Varies
D1	7, 8, 9 & 10	3	22 (End 1)	Varies
D2	7, 8, 9 & 10	3	22 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	4'-2"
M1	7 & 9	4	9 (End 1)	Varies
M2	7 & 9	4	9 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	⅜" Ø Strand	4	Dim. L
Y	8 & 9	5	12	2'-6"
Z	5, 6, 8, 9 & 10	5	10	3'-8"

BENDING DIAGRAMS (See Note 2)



BARS 5A, 4M1, 4M2, 4M3 & 5Y

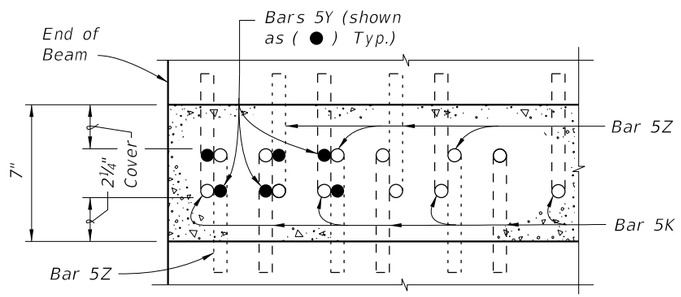
BARS 3C1 & 3C2



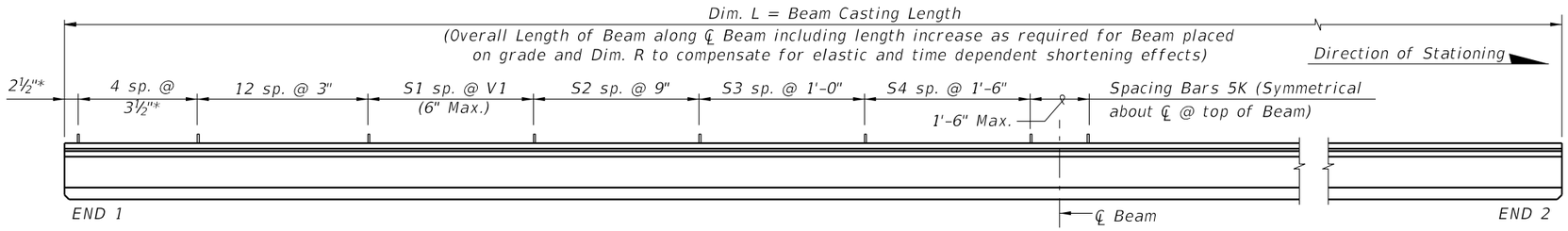
BARS 5K & 5Z

BARS 3D1, 3D2 & 3D3

NOTES:
A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)



ELEVATION

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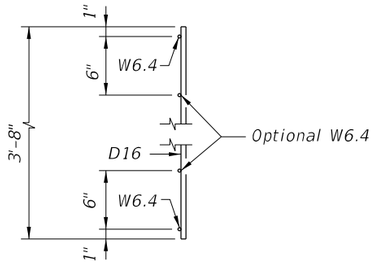
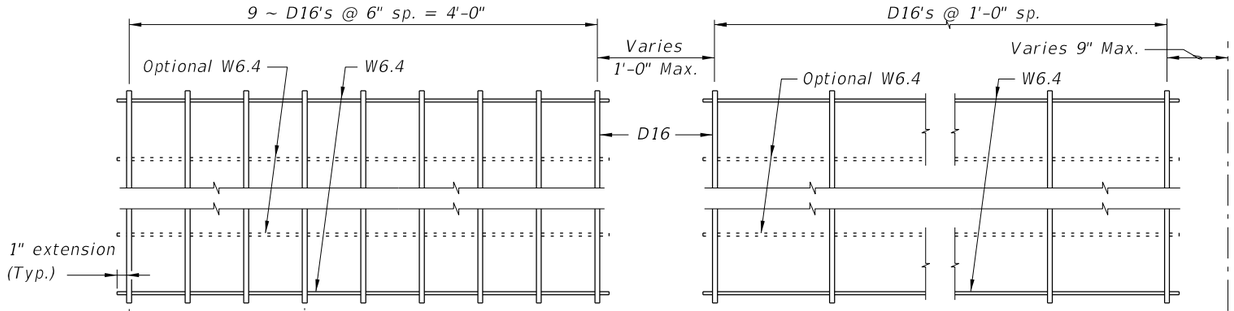
ALTERNATE REINFORCING STEEL (WWR) DETAILS

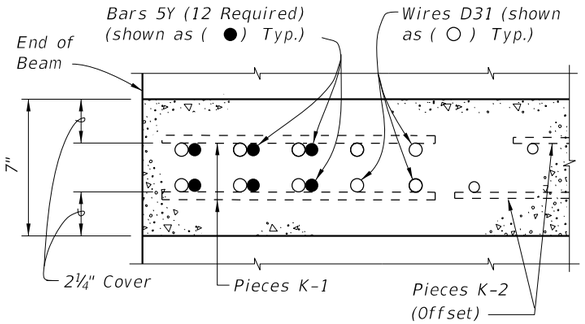


PIECES M
END VIEW

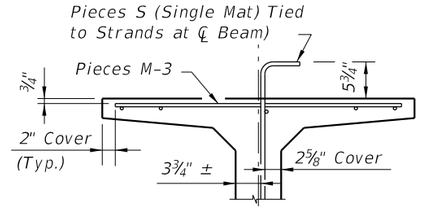


PLAN VIEW
PIECE M-1
(2 Required)

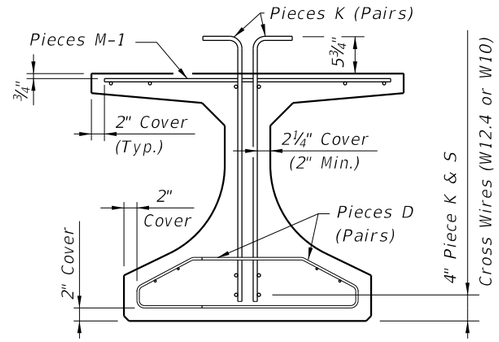
PLAN VIEW
PIECE M-3
(2 Required)



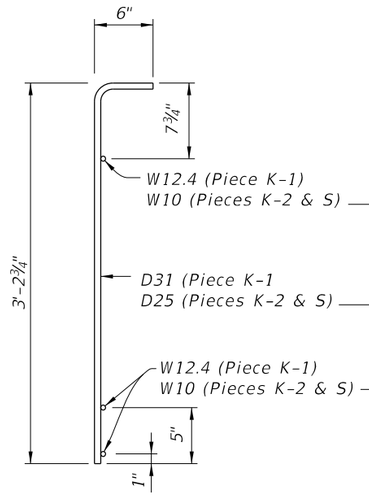
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



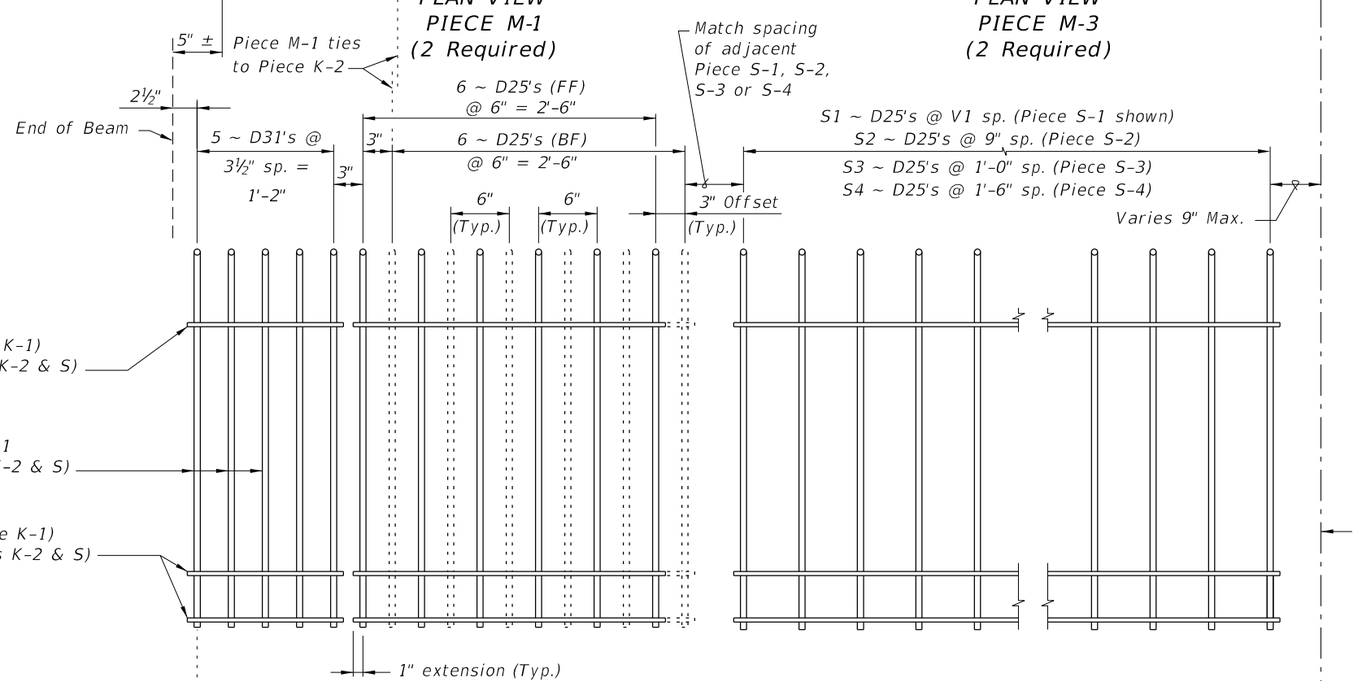
PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands not Shown for Clarity)



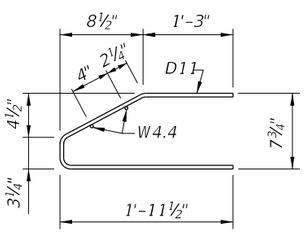
PIECES K & S
END VIEW



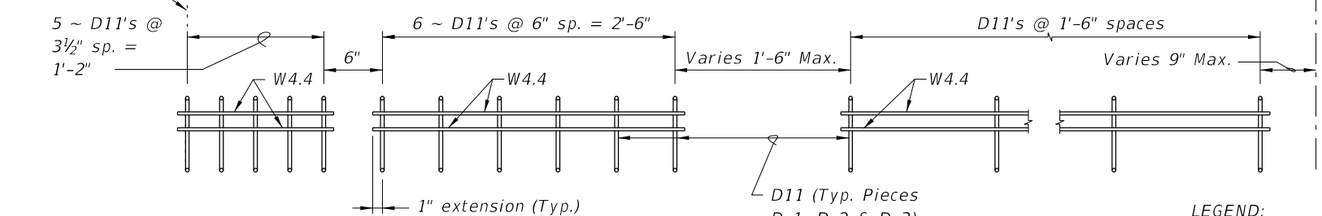
PIECE K-1
(Aligned EF)
(4 Required ~
2 Pairs)

PIECE K-2
(FF Shown Solid,
BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:
a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 5A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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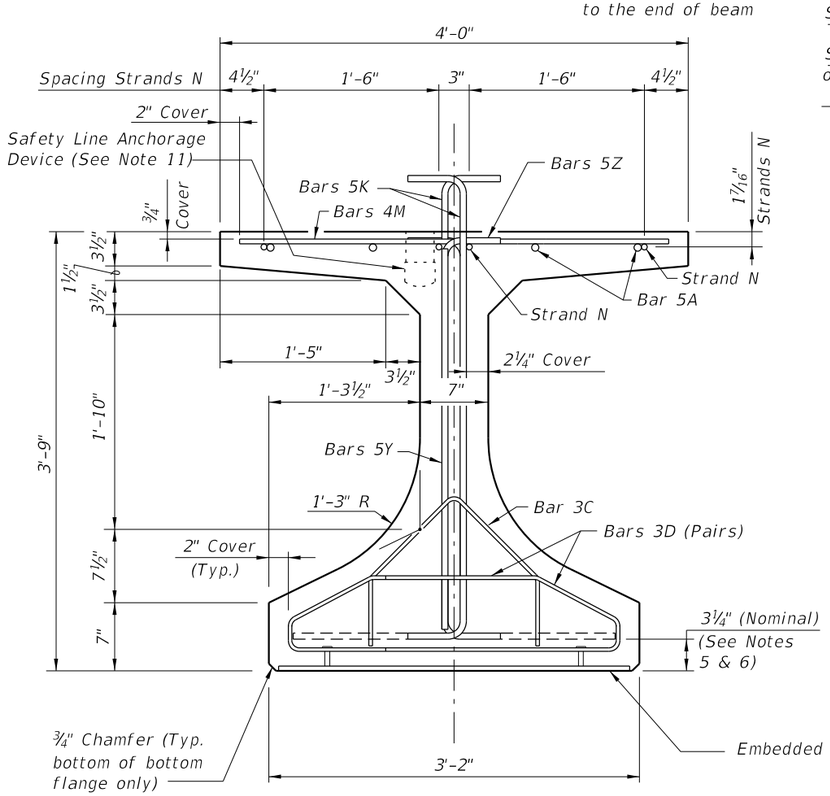
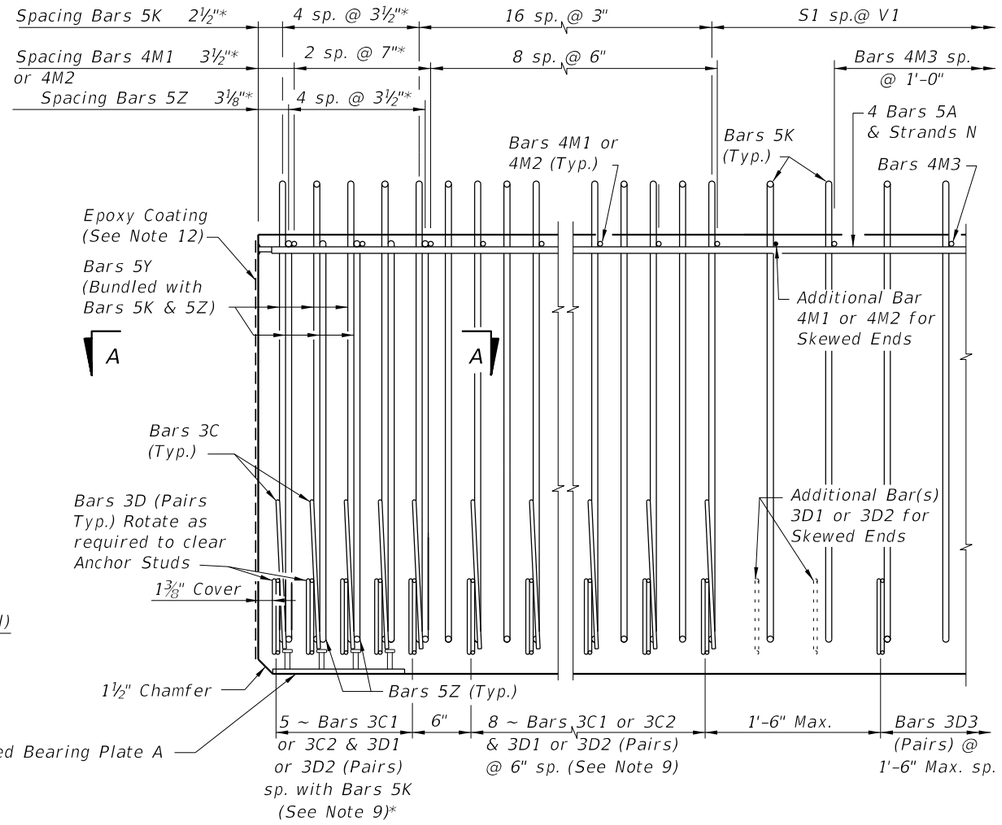
LAST REVISION	REVISION	DESCRIPTION:			
11/01/16			FY 2020-21 STANDARD PLANS	FLORIDA-I 36 BEAM - STANDARD DETAILS	INDEX 450-036 / SHEET 2 of 2



END VIEW



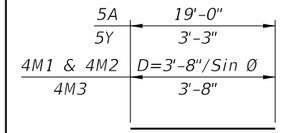
ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)

CONVENTIONAL REINFORCING BAR BENDING DETAILS

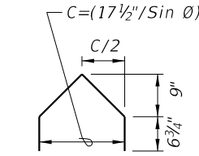
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	5	8	19'-0"
C1	7, 8 & 9	3	13 (End 1)	Varies
C2	7, 8 & 9	3	13 (End 2)	Varies
D1	7, 8, 9 &10	3	26 (End 1)	Varies
D2	7, 8, 9 &10	3	26 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	4'-11"
M1	7 & 9	4	11 (End 1)	Varies
M2	7 & 9	4	11 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	⅜" Ø Strand	4	Dim. L
Y	8 & 9	5	12	3'-3"
Z	5, 6, 8, 9 & 10	5	10	4'-5"

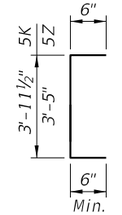
BENDING DIAGRAMS (See Note 2)

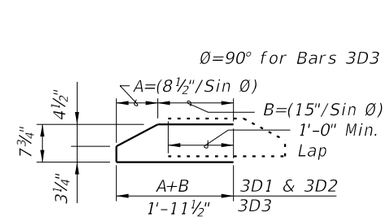


BARS 5A, 4M1, 4M2, 4M3 & 5Y



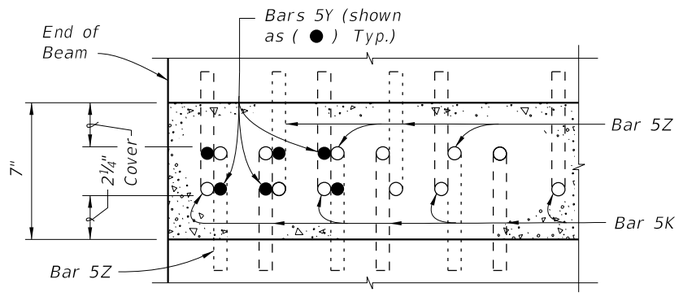
BARS 3C1 & 3C2



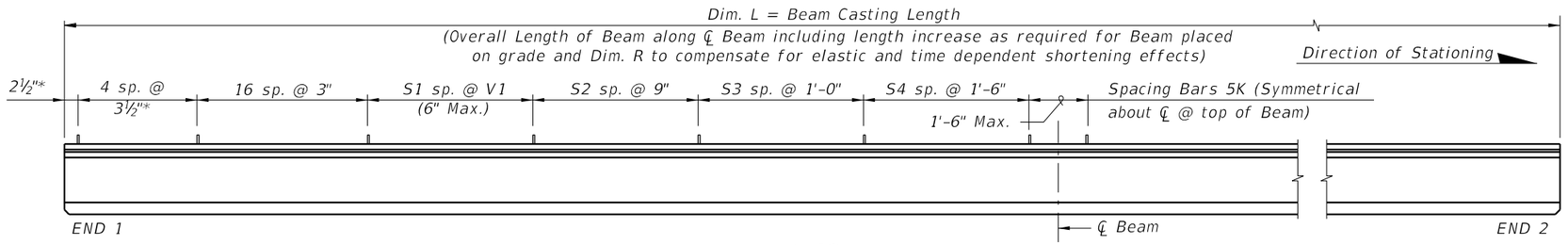


BARS 5K & 5Z BARS 3D1, 3D2 & 3D3

NOTES:
A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)

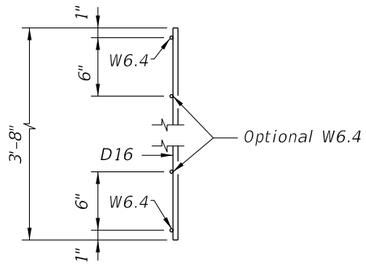


ELEVATION

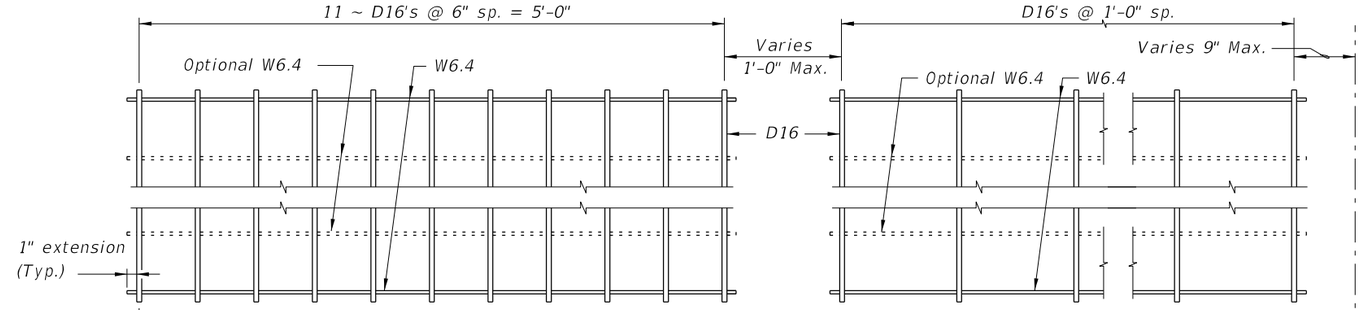
11/18/2019 4:06:02 PM

LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 45 BEAM - STANDARD DETAILS	INDEX 450-045	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

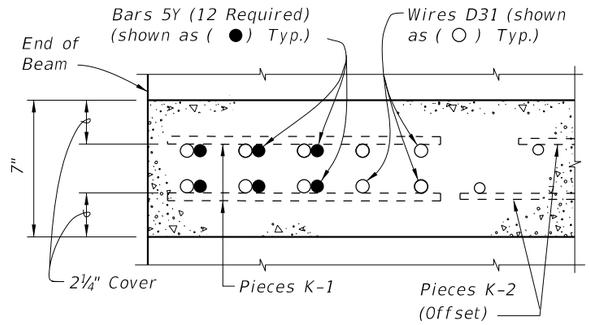


PIECES M
END VIEW

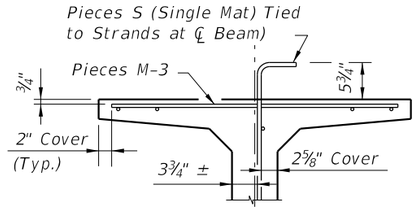


PLAN VIEW
PIECE M-1
(2 Required)

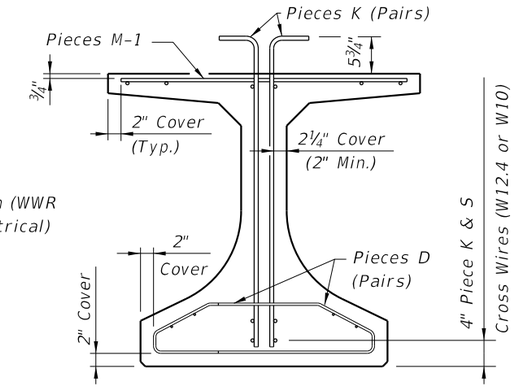
PLAN VIEW
PIECE M-3
(2 Required)



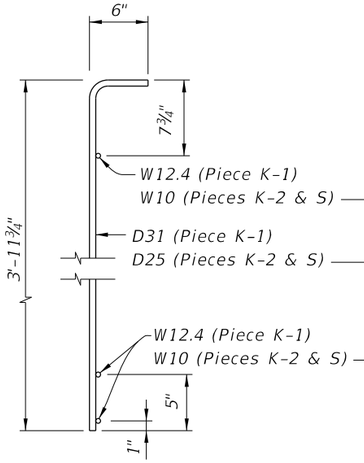
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



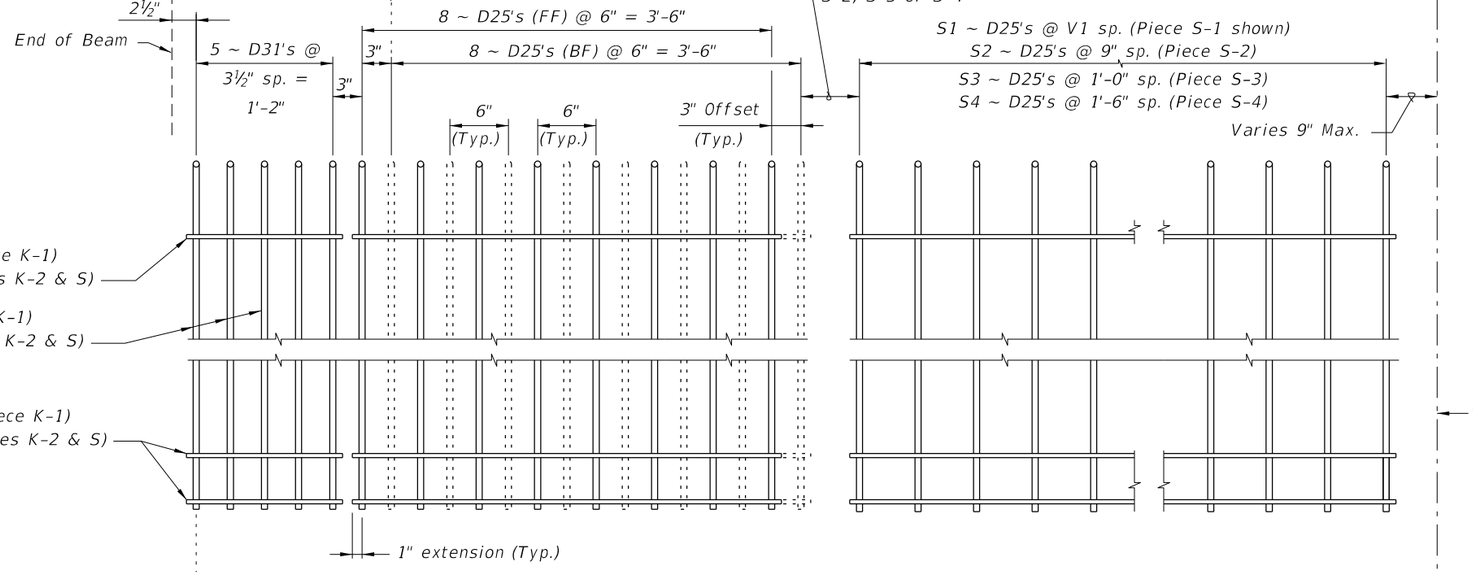
PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands not Shown for Clarity)



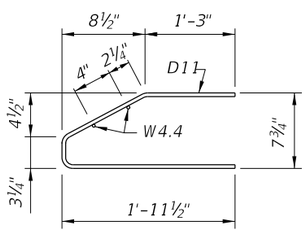
PIECES K & S
END VIEW



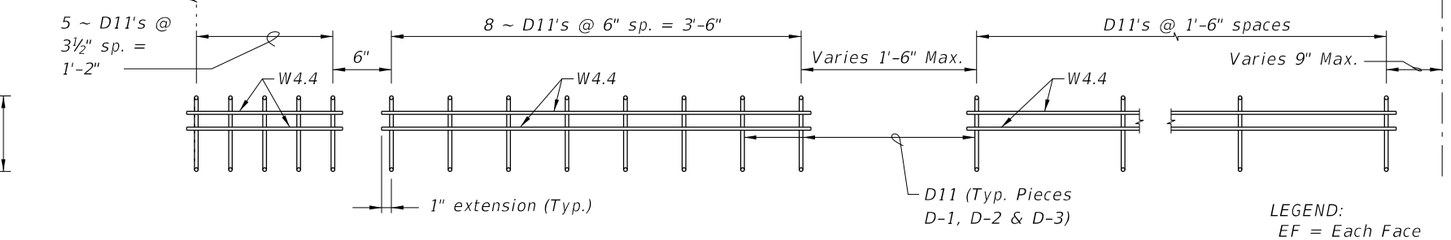
PIECE K-1
(Aligned EF)
(4 Required
~ 2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:

a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 5A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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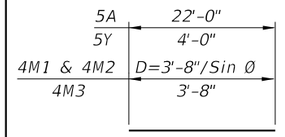
LAST REVISION	REVISION	DESCRIPTION:			
11/01/16			FY 2020-21 STANDARD PLANS	FLORIDA-I 45 BEAM - STANDARD DETAILS	INDEX 450-045 / SHEET 2 of 2

CONVENTIONAL REINFORCING BAR BENDING DETAILS

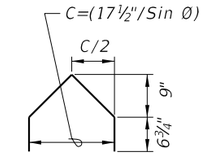
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	5	8	22'-0"
C1	7, 8 & 9	3	14 (End 1)	Varies
C2	7, 8 & 9	3	14 (End 2)	Varies
D1	7, 8, 9 & 10	3	28 (End 1)	Varies
D2	7, 8, 9 & 10	3	28 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	5'-8"
M1	7 & 9	4	12 (End 1)	Varies
M2	7 & 9	4	12 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	3/8" Ø Strand	4	Dim. L
Y	8 & 9	5	12	4'-0"
Z	5, 6, 8, 9 & 10	5	10	5'-2"

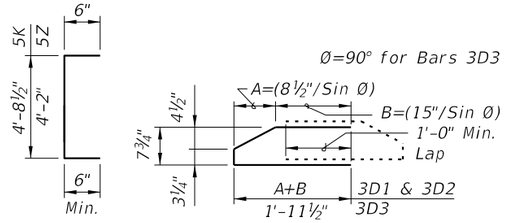
BENDING DIAGRAMS (See Note 2)



BARS 5A, 4M1, 4M2, 4M3 & 5Y

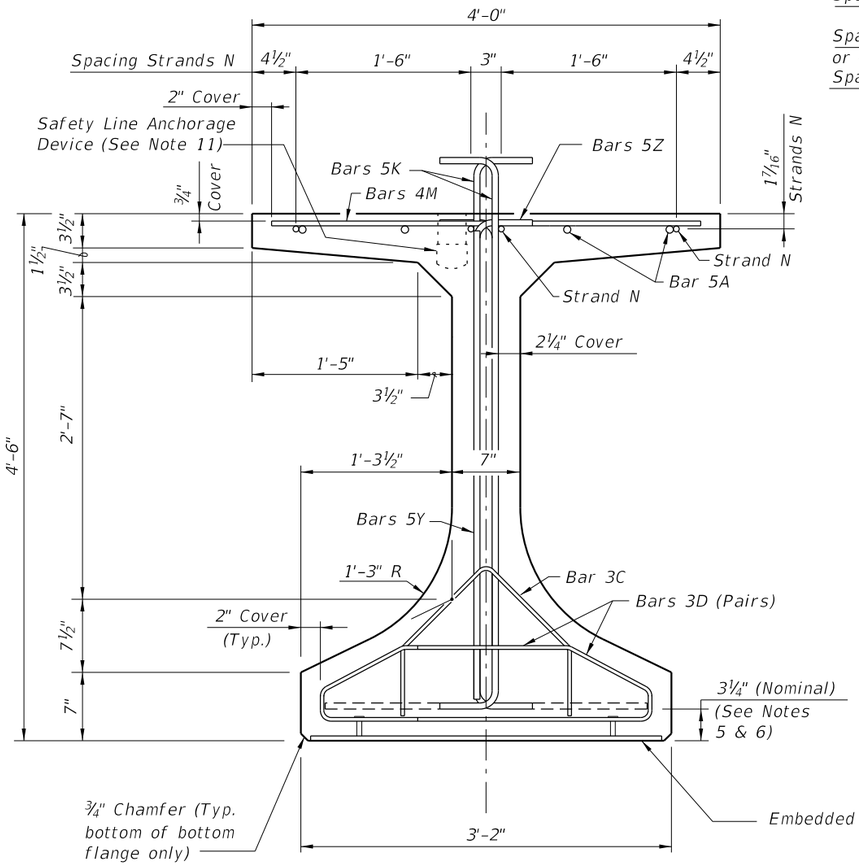


BARS 3C1 & 3C2

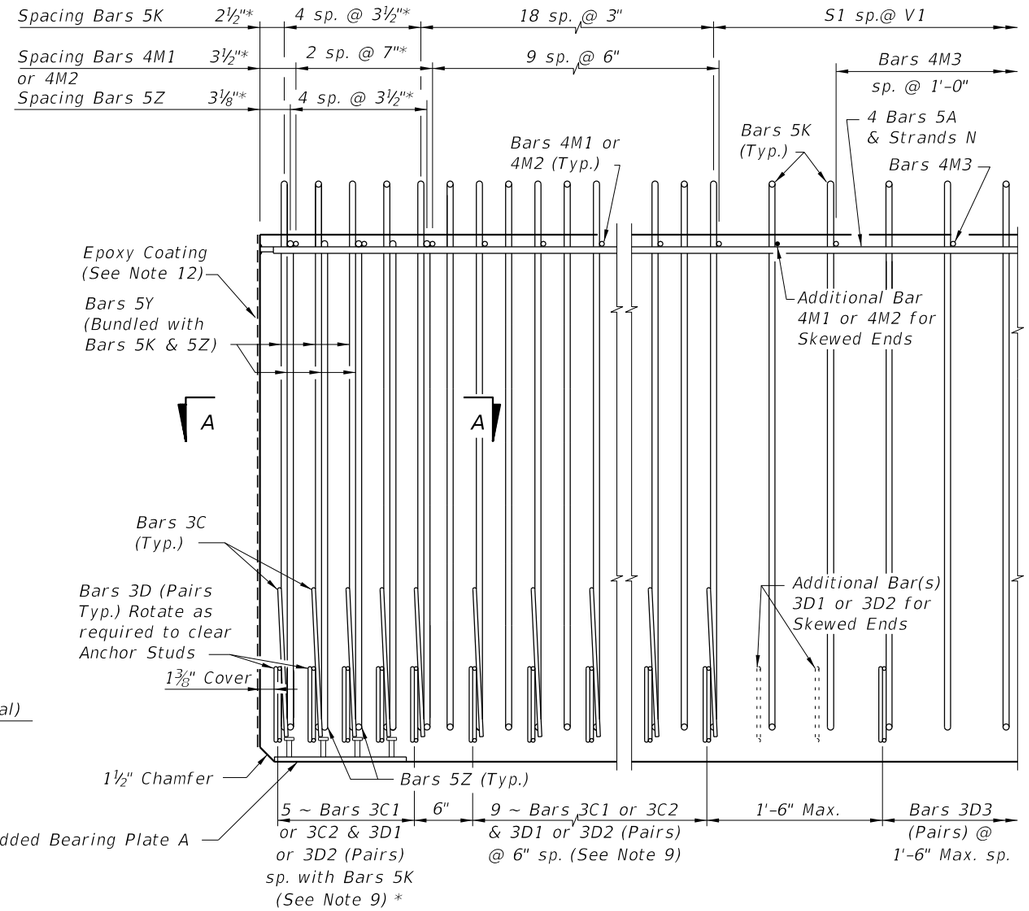


BARS 5K & 5Z BARS 3D1, 3D2 & 3D3

* These dimensions are measured perpendicular to the end of beam

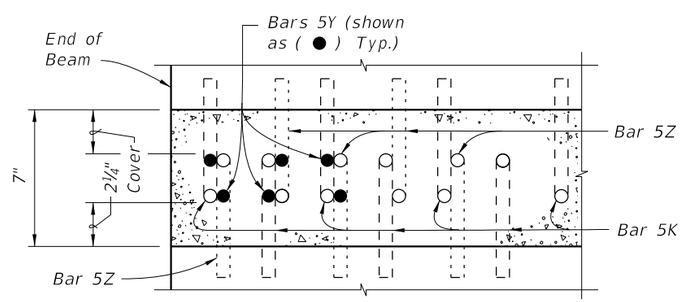


END VIEW

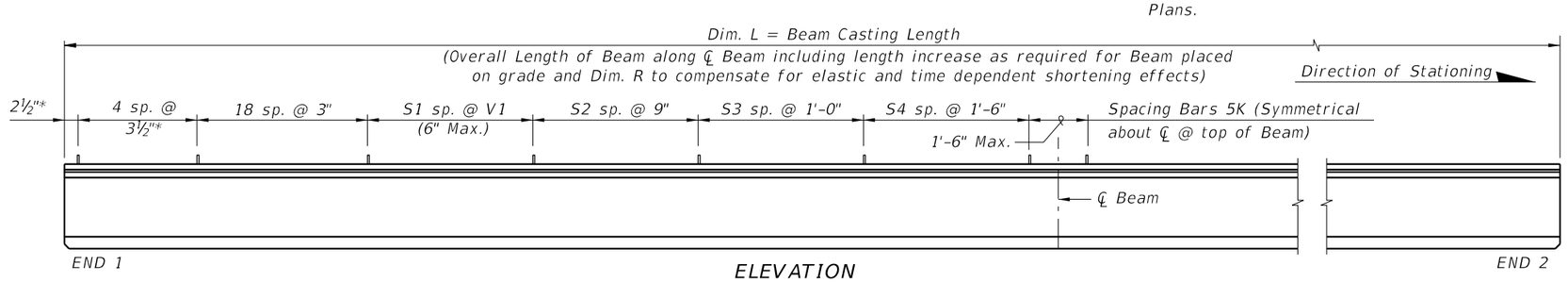


ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)

NOTES:
A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)

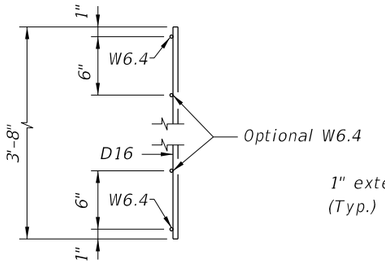


ELEVATION

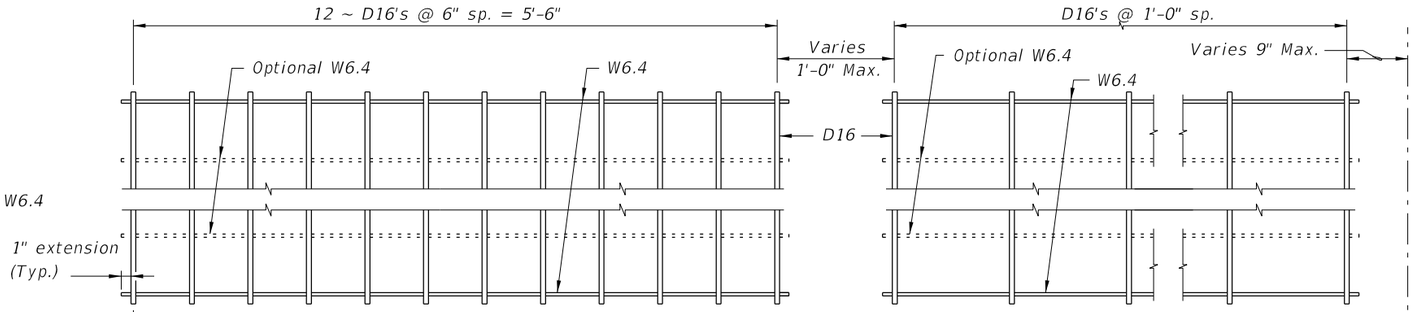
LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT	FY 2020-21 STANDARD PLANS	FLORIDA-I 54 BEAM - STANDARD DETAILS	INDEX 450-054 / SHEET 1 of 2

11/18/2019 4:06:04 PM

ALTERNATE REINFORCING STEEL (WWR) DETAILS

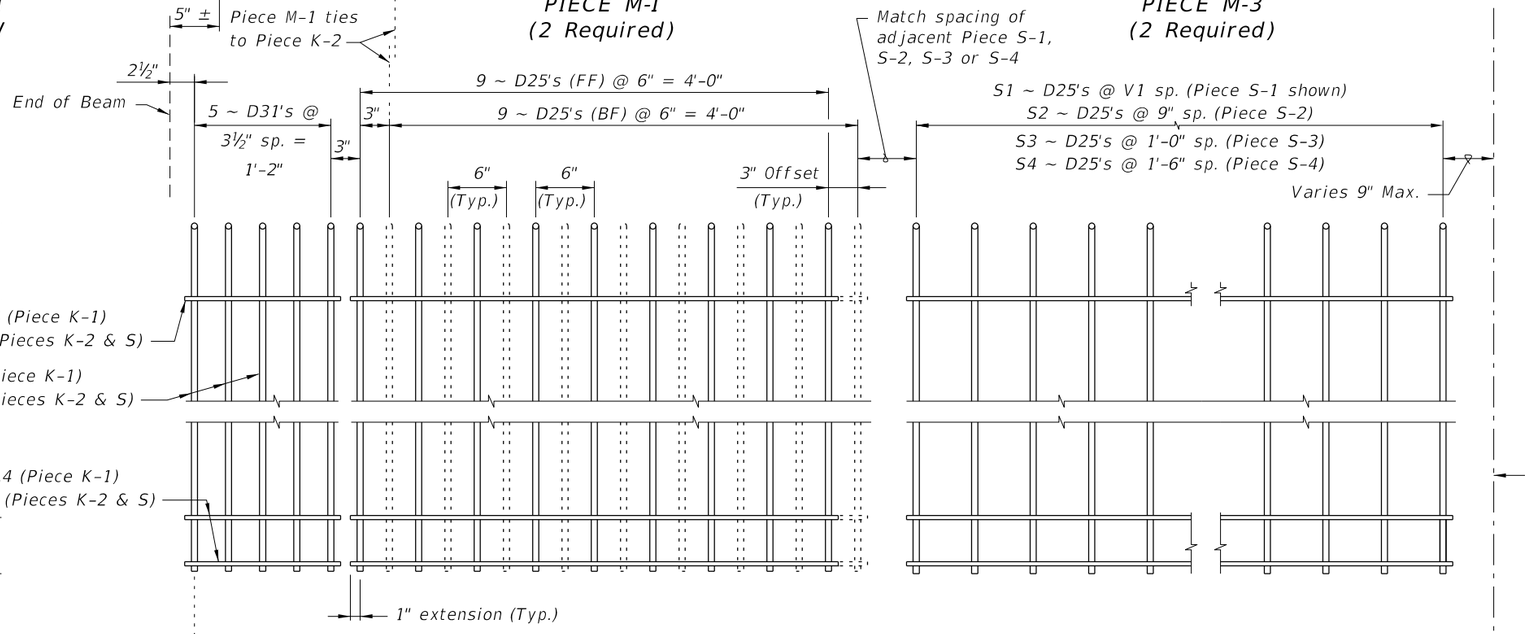


PIECES M
END VIEW



PLAN VIEW
PIECE M-1
(2 Required)

PLAN VIEW
PIECE M-3
(2 Required)

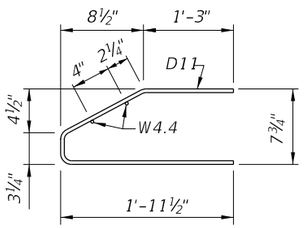


PIECES K & S
END VIEW

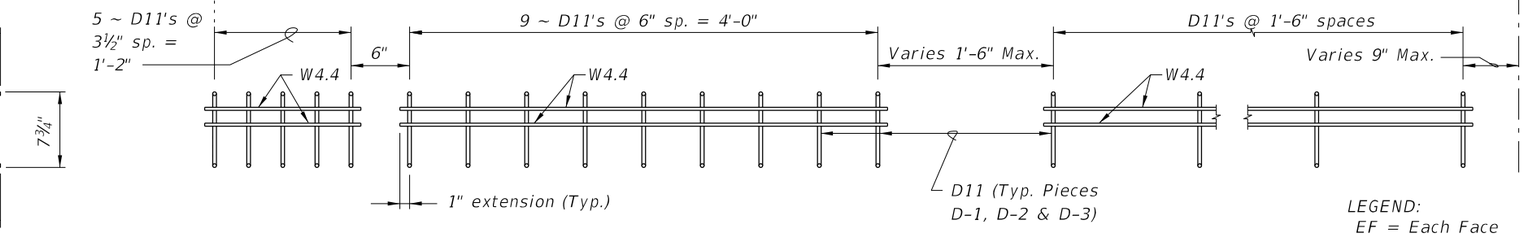
PIECE K-1
(Aligned EF)
(4 Required
~ 2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required Each Piece)



PIECES D
END VIEW

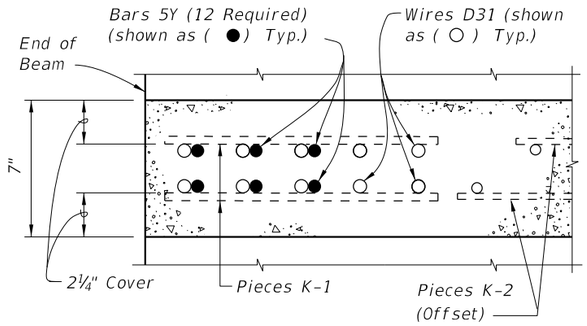


PIECE D-1
(4 Required ~ 2 Pairs)

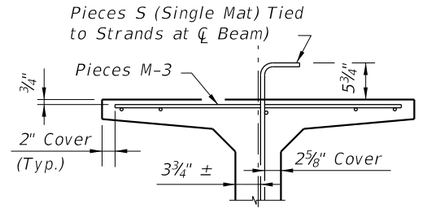
PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

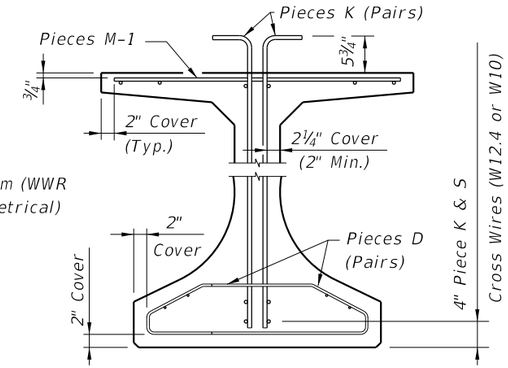
LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face



SECTION A-A
FOR WELDED WIRE REINFORCEMENT



PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands not Shown for Clarity)

NOTES:

a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 5A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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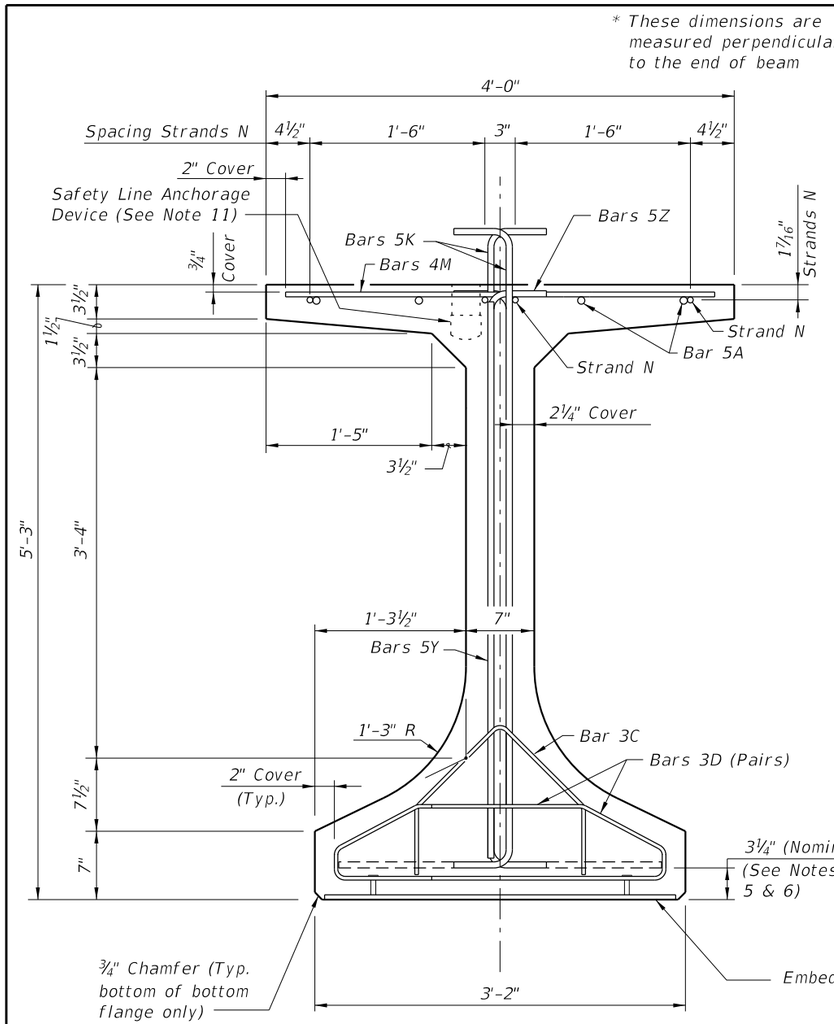
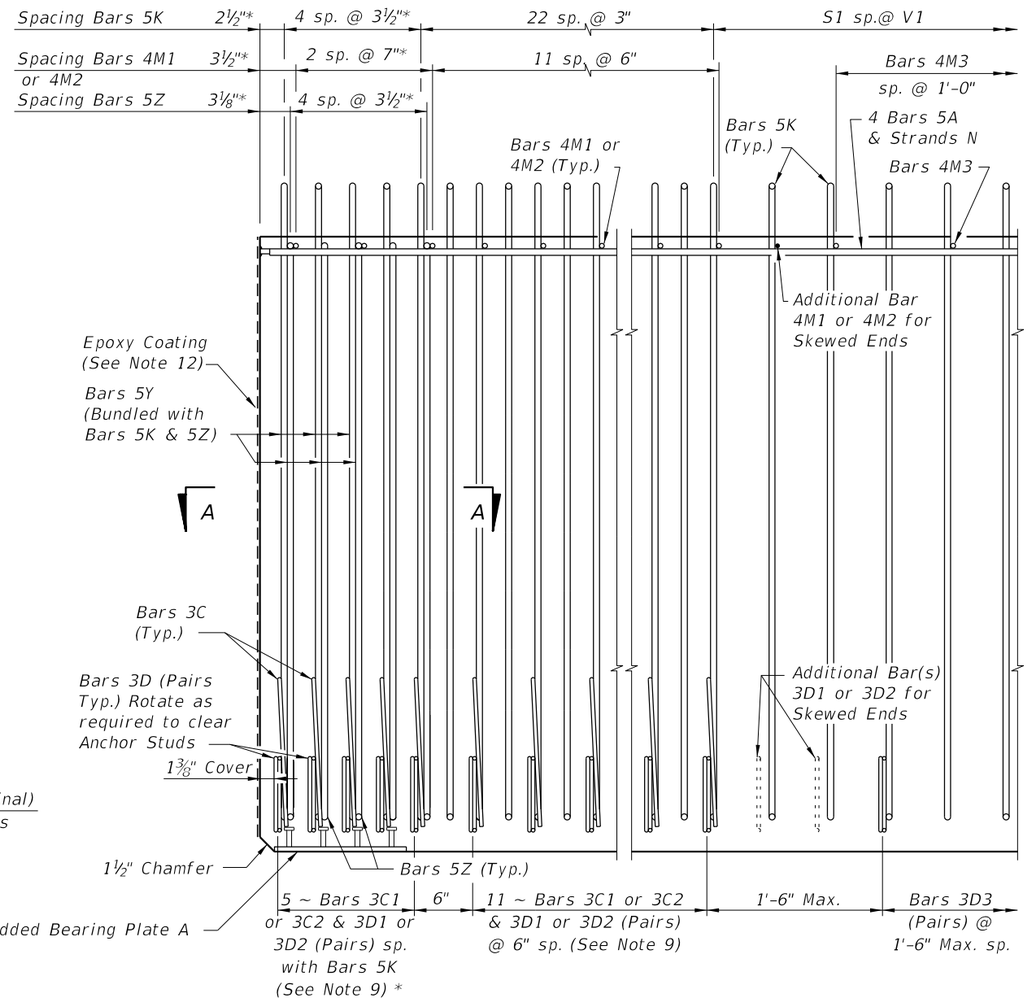
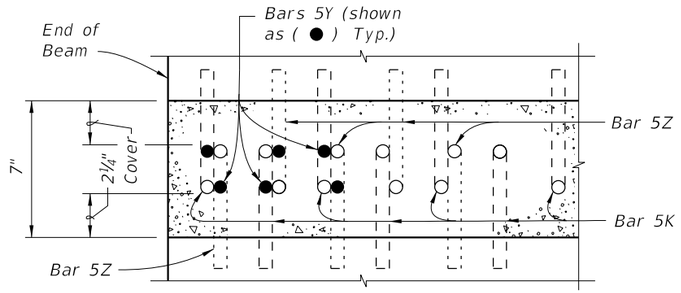
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FY 2020-21 STANDARD PLANS	FLORIDA-I 54 BEAM - STANDARD DETAILS	INDEX 450-054	SHEET 2 of 2



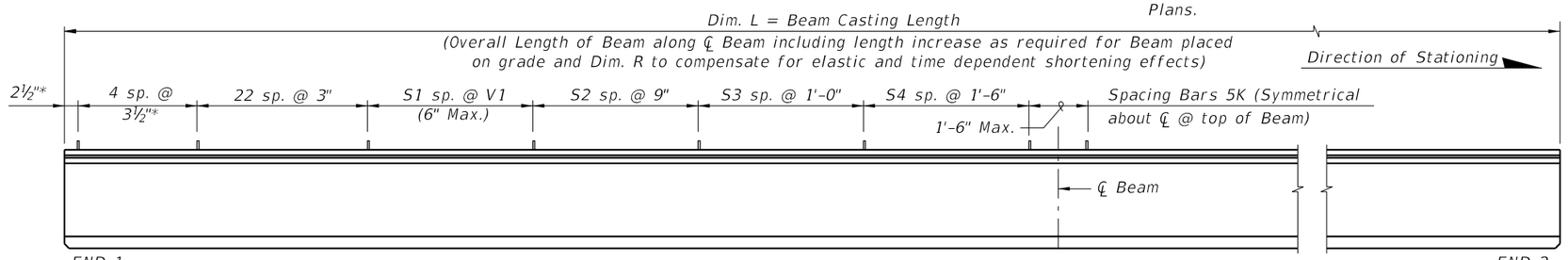
END VIEW



ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)



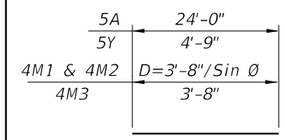
ELEVATION

CONVENTIONAL REINFORCING BAR BENDING DETAILS

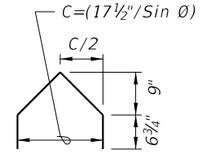
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	5	8	24'-0"
C1	7, 8 & 9	3	16 (End 1)	Varies
C2	7, 8 & 9	3	16 (End 2)	Varies
D1	7, 8, 9 & 10	3	32 (End 1)	Varies
D2	7, 8, 9 & 10	3	32 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	6'-5"
M1	7 & 9	4	14 (End 1)	Varies
M2	7 & 9	4	14 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	⅜" Ø Strand	4	Dim. L
Y	8 & 9	5	12	4'-9"
Z	5, 6, 8, 9 & 10	5	10	5'-11"

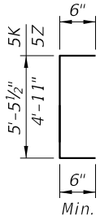
BENDING DIAGRAMS (See Note 2)



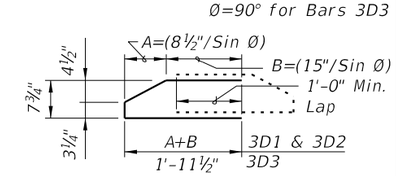
BARS 5A, 4M1, 4M2, 4M3 & 5Y



BARS 3C1 & 3C2



BARS 5K & 5Z



BARS 3D1, 3D2 & 3D3

NOTES:
A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.

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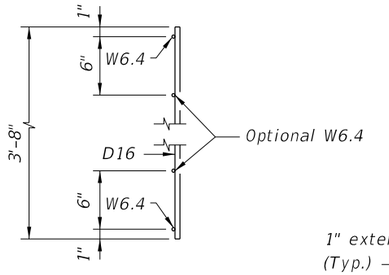
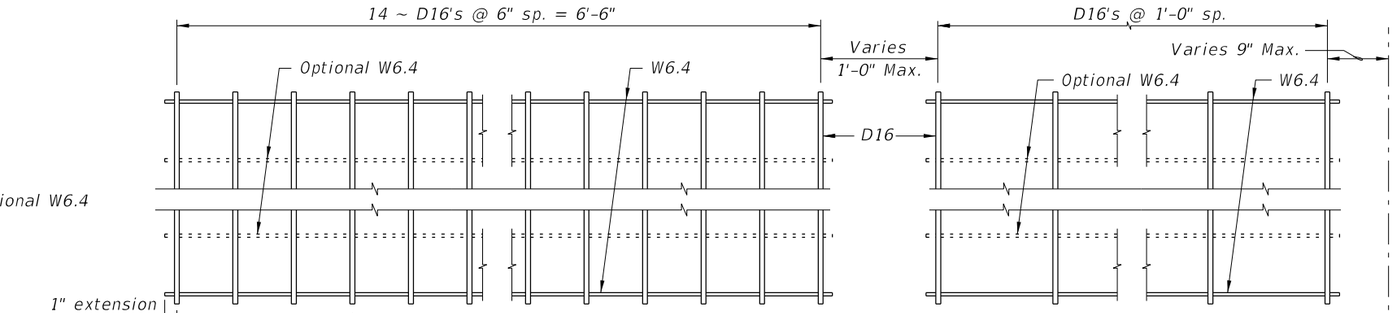
LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 63 BEAM - STANDARD DETAILS	INDEX 450-063	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

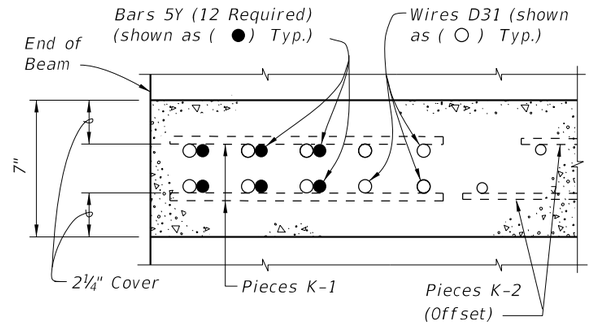


PIECES M
END VIEW

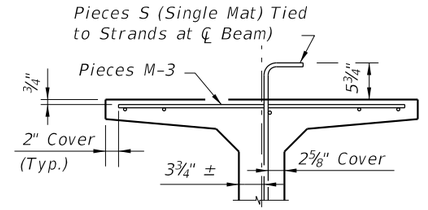


PLAN VIEW
PIECE M-1
(2 Required)

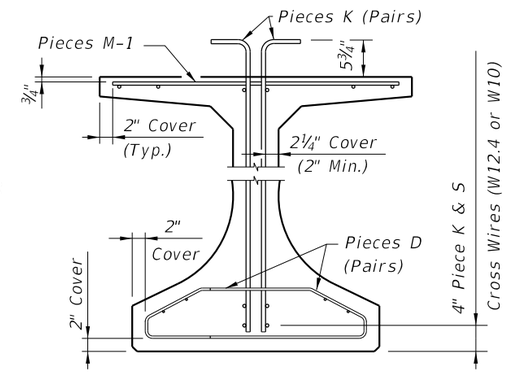
PLAN VIEW
PIECE M-3
(2 Required)



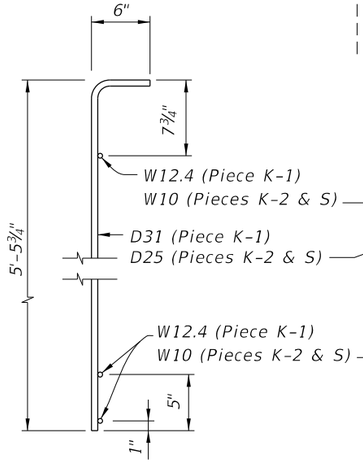
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



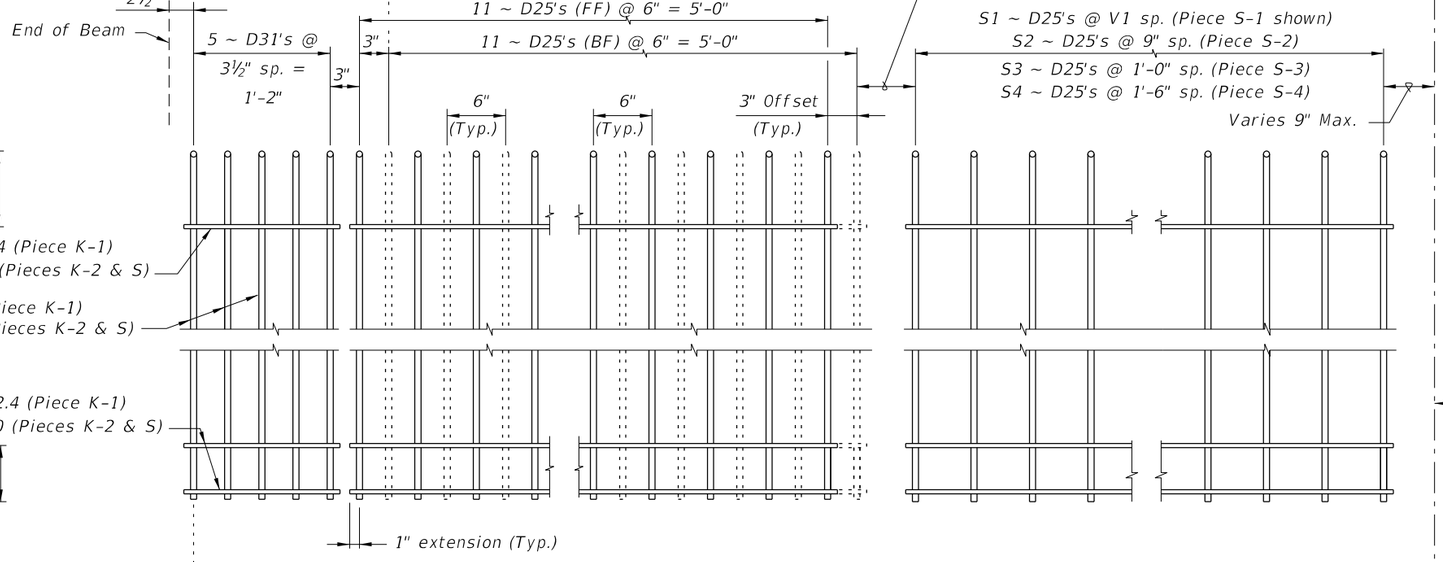
PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands not Shown for Clarity)



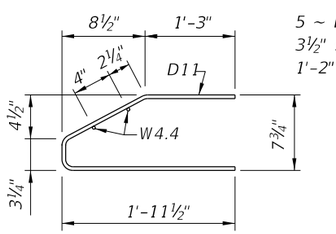
PIECES K & S
END VIEW



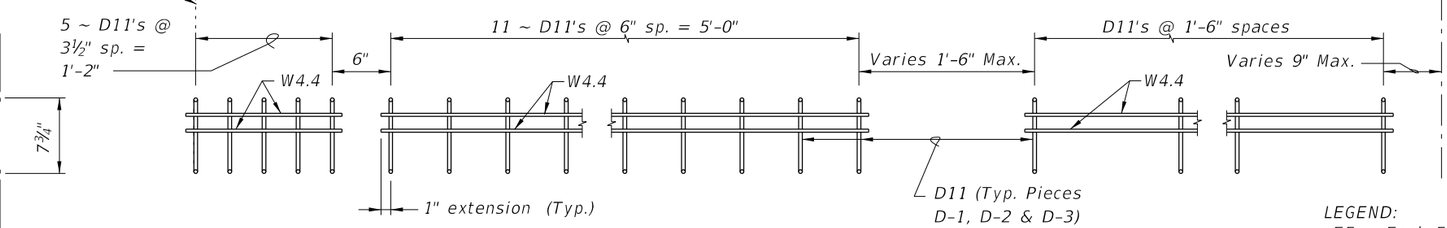
PIECE K-1
(Aligned EF)
(4 Required
~ 2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:

a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 5A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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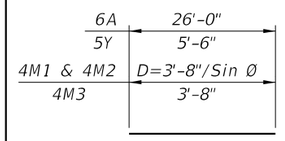
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FY 2020-21 STANDARD PLANS	FLORIDA-I 63 BEAM - STANDARD DETAILS	INDEX 450-063	SHEET 2 of 2

CONVENTIONAL REINFORCING BAR BENDING DETAILS

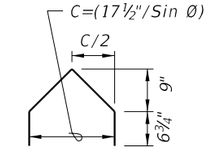
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	6	8	26'-0"
C1	7, 8 & 9	3	19 (End 1)	Varies
C2	7, 8 & 9	3	19 (End 2)	Varies
D1	7, 8, 9 & 10	3	38 (End 1)	Varies
D2	7, 8, 9 & 10	3	38 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	7'-2"
M1	7 & 9	4	17 (End 1)	Varies
M2	7 & 9	4	17 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	3/8" Ø Strand	4	Dim. L
Y	8 & 9	5	16	5'-6"
Z	5, 6, 8, 9 & 10	5	12	6'-8"

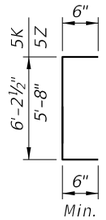
BENDING DIAGRAMS (See Note 2)



BARS 6A, 4M1, 4M2, 4M3 & 5Y

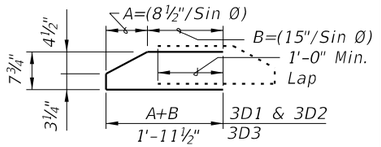


BARS 3C1 & 3C2



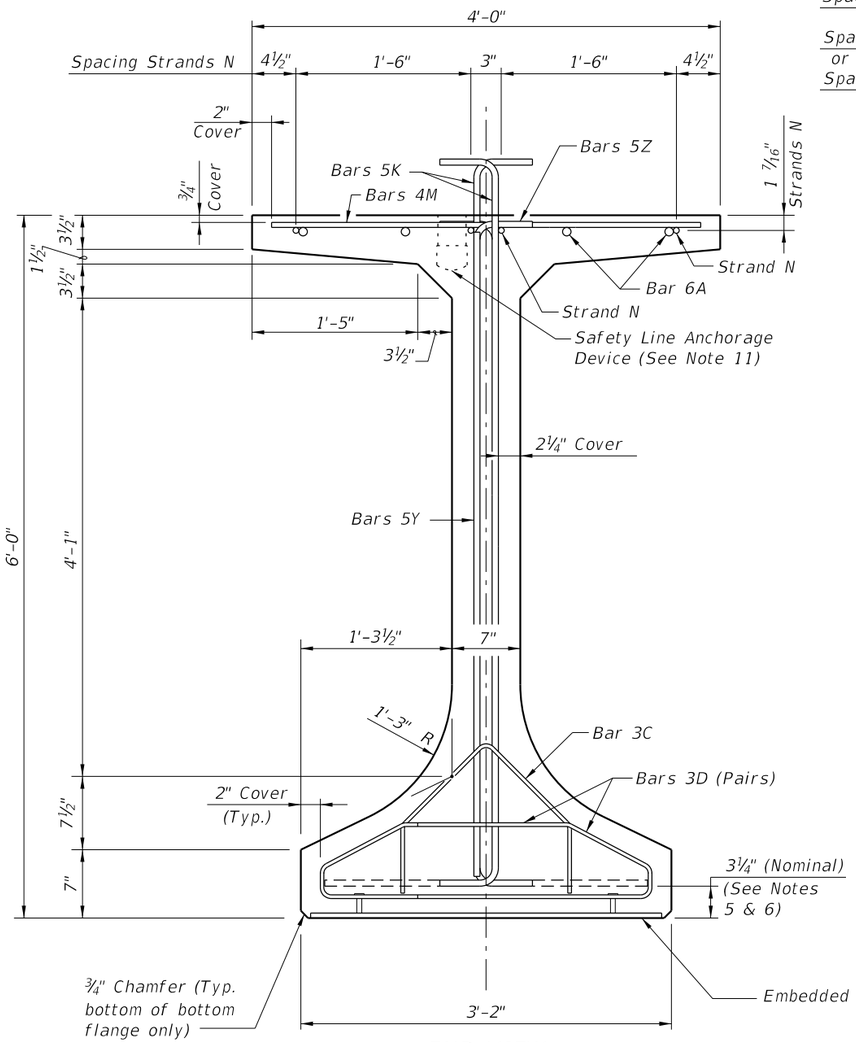
BARS 5K & 5Z

Ø=90° for Bars 3D3

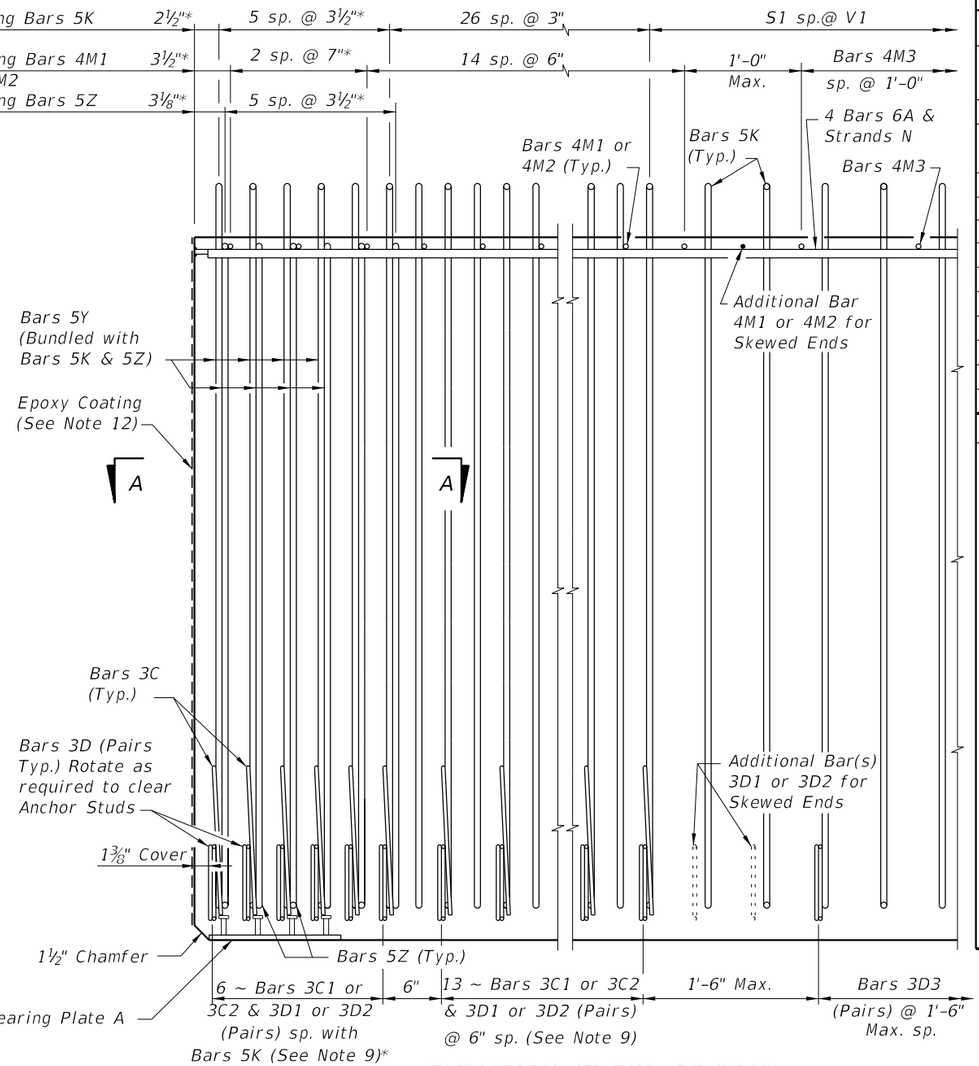


BARS 3D1, 3D2 & 3D3

* These dimensions are measured perpendicular to the end of beam



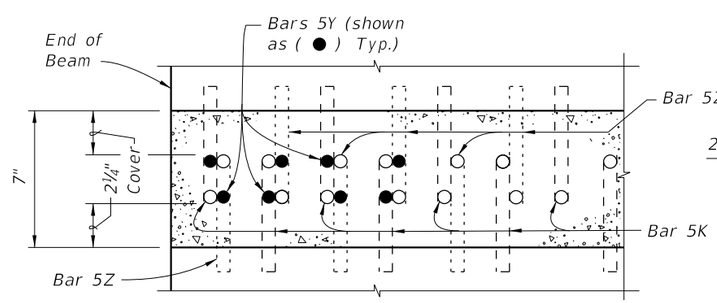
END VIEW



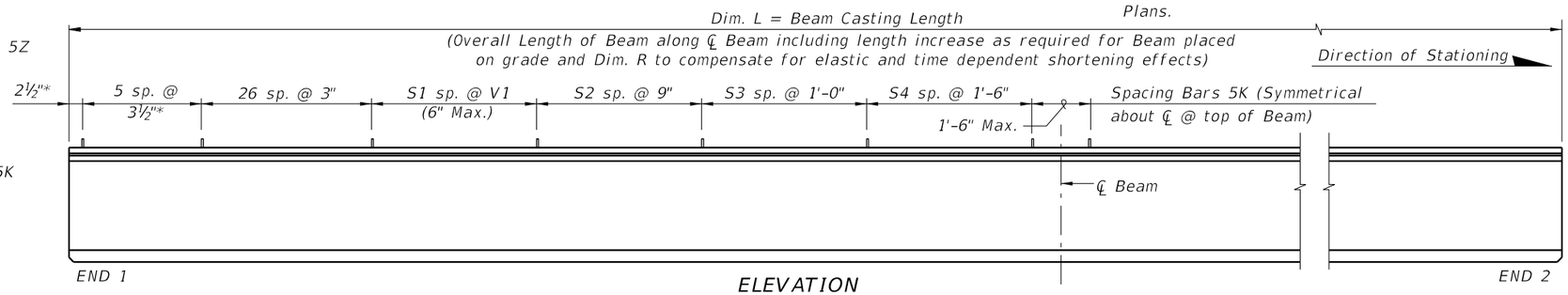
ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)

NOTES:

A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)

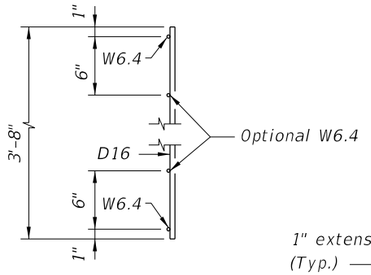


ELEVATION

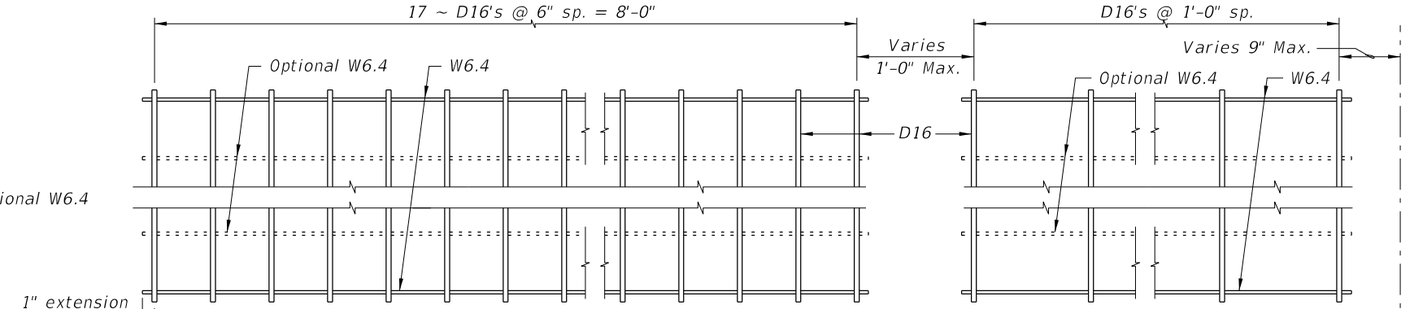
11/18/2019 4:06:08 PM

LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 72 BEAM - STANDARD DETAILS	INDEX 450-072	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

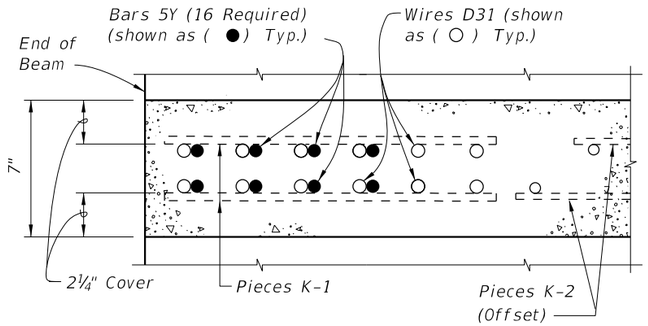


PIECES M
END VIEW

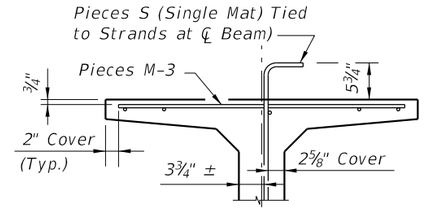


PLAN VIEW
PIECE M-1
(2 Required)

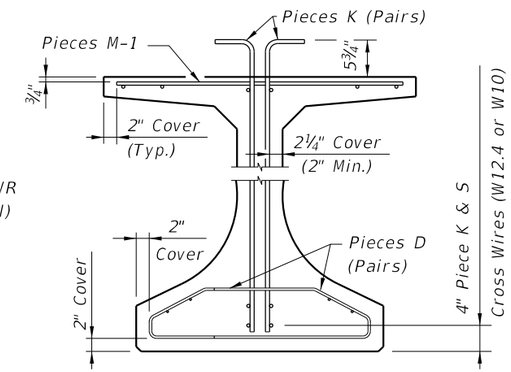
PLAN VIEW
PIECE M-3
(2 Required)



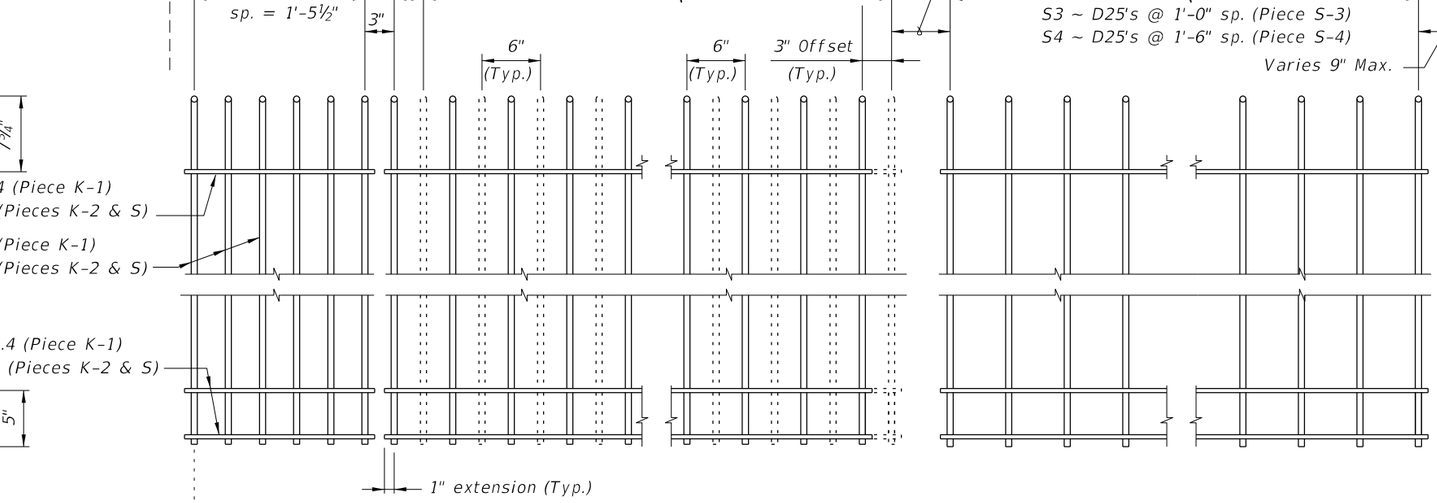
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands not Shown for Clarity)

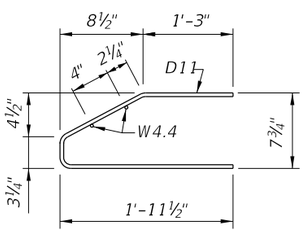


PIECES K & S
END VIEW

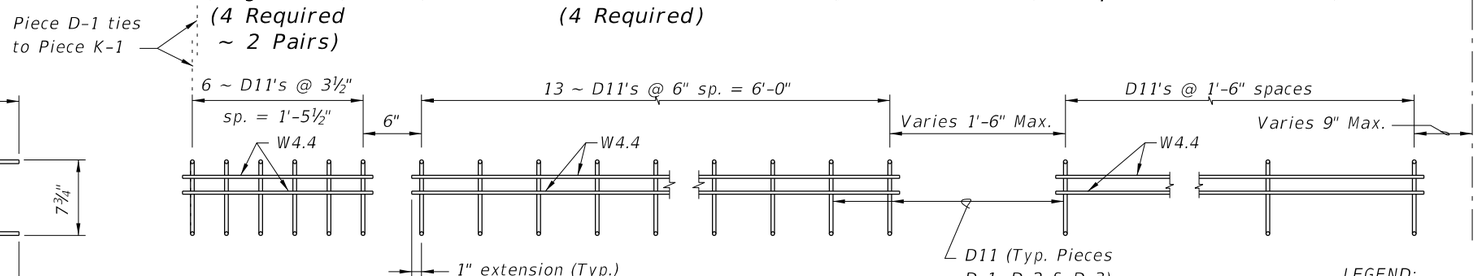
PIECE K-1
(Aligned EF)
(4 Required
~ 2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required ~ Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:

a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 6A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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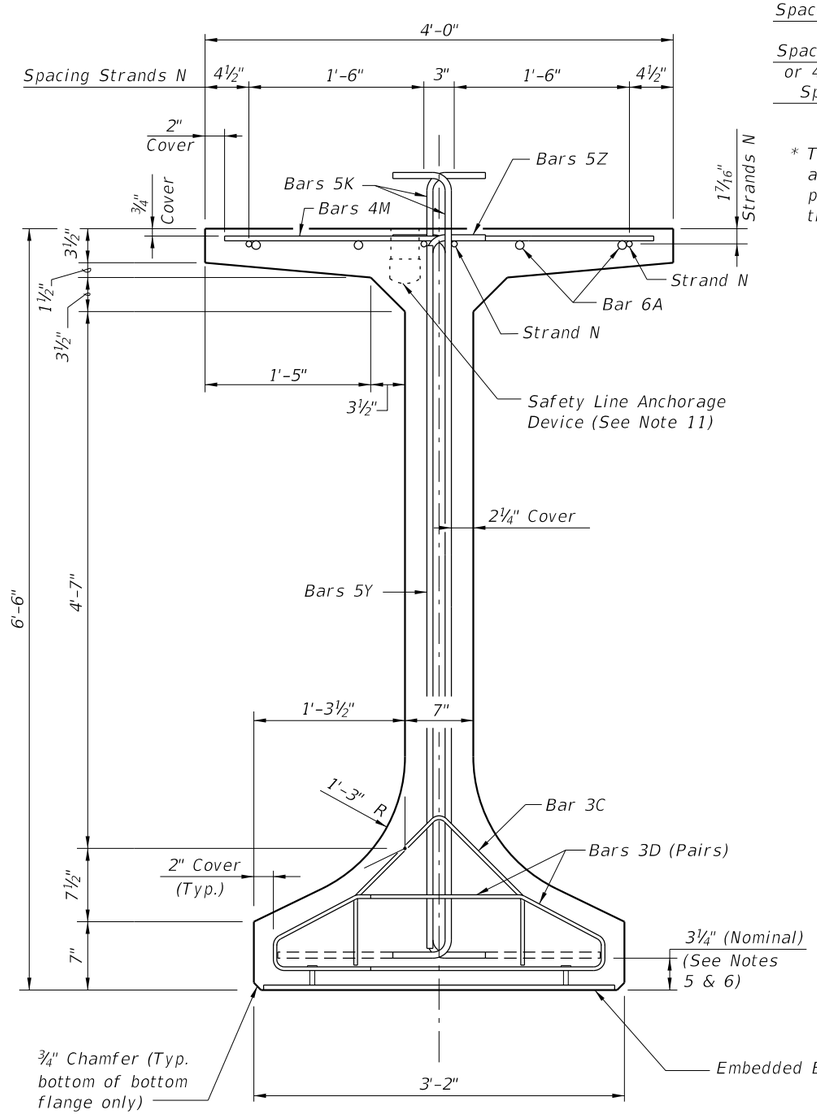
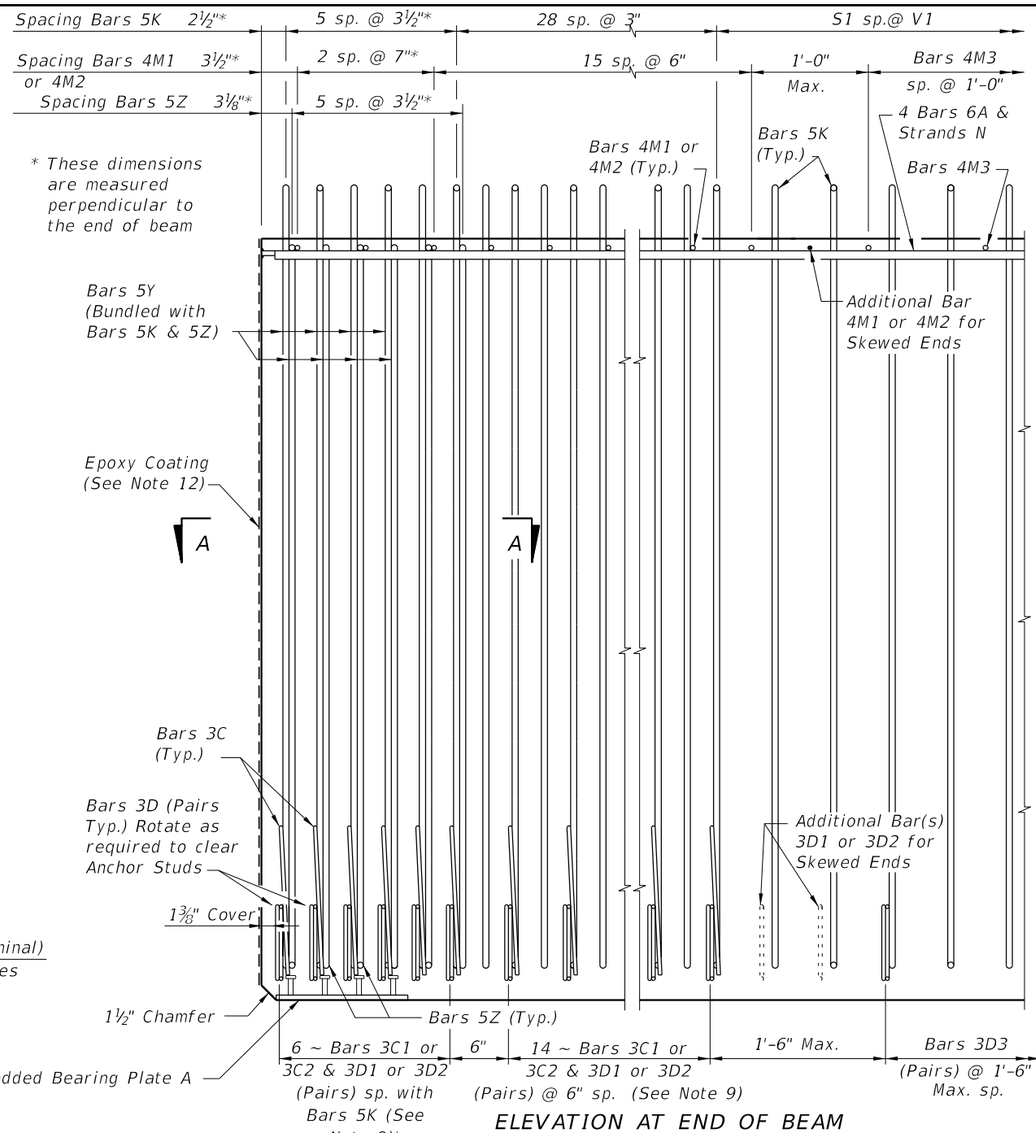
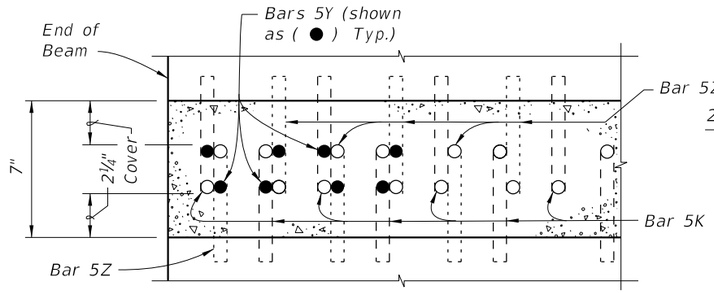
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	FLORIDA-I 72 BEAM - STANDARD DETAILS	INDEX	SHEET
11/01/16						450-072	2 of 2



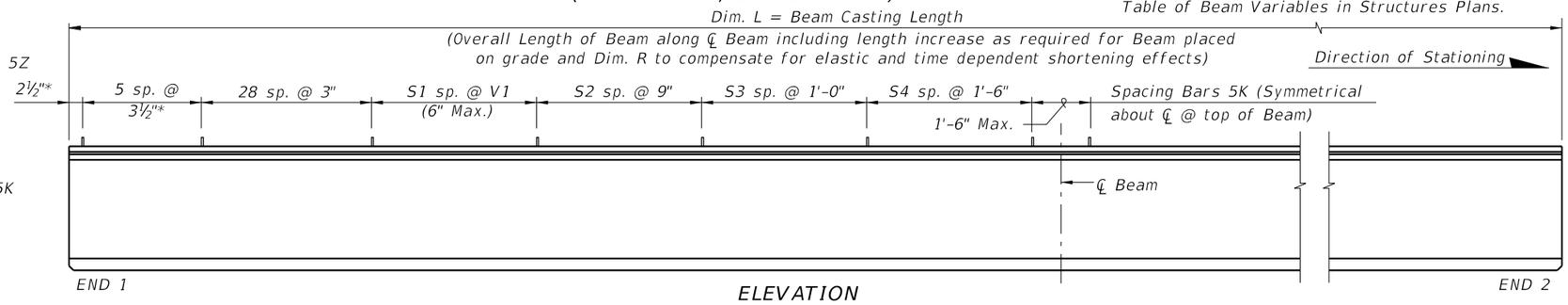
END VIEW



ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)



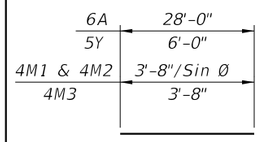
ELEVATION

CONVENTIONAL REINFORCING BAR BENDING DETAILS

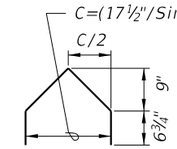
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	6	8	28'-0"
C1	7, 8 & 9	3	20 (End 1)	Varies
C2	7, 8 & 9	3	20 (End 2)	Varies
D1	7, 8, 9 & 10	3	40 (End 1)	Varies
D2	7, 8, 9 & 10	3	40 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	7'-8"
M1	7 & 9	4	18 (End 1)	Varies
M2	7 & 9	4	18 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	⅜" Ø Strand	4	Dim. L
Y	8 & 9	5	16	6'-0"
Z	5, 6, 8, 9 & 10	5	12	7'-2"

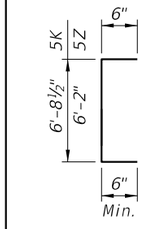
BENDING DIAGRAMS (See Note 2)



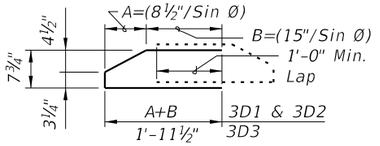
BARS 6A, 4M1, 4M2, 4M3 & 5Y



BARS 3C1 & 3C2



BARS 5K & 5Z



BARS 3D1, 3D2 & 3D3

NOTES:

A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.

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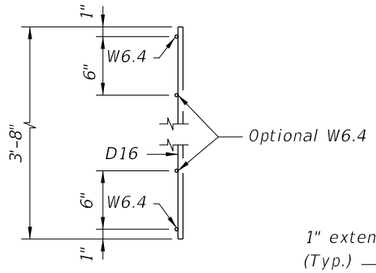
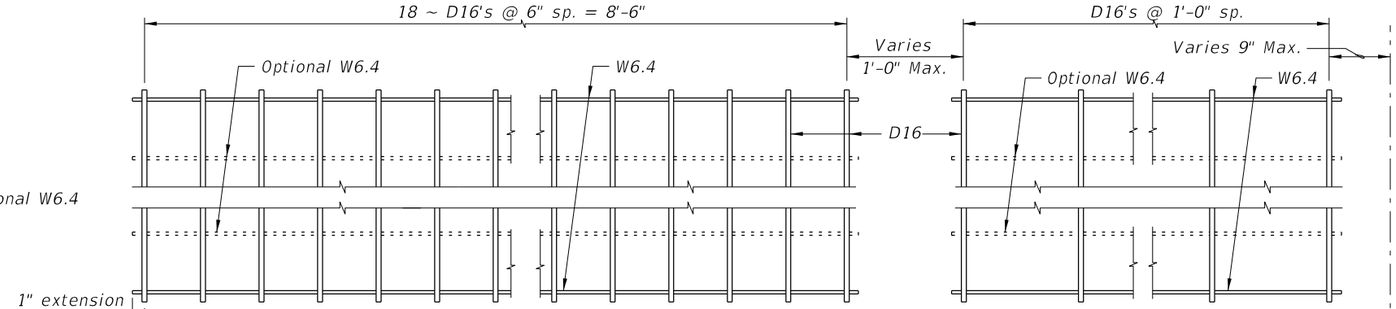
LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 78 BEAM - STANDARD DETAILS	INDEX 450-078	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

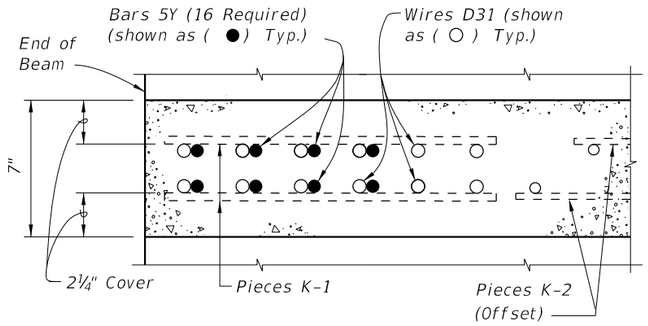


PIECES M
END VIEW

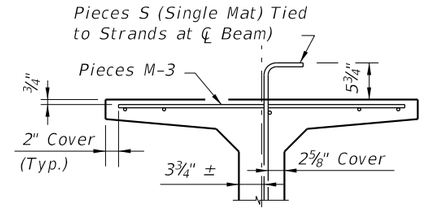


PLAN VIEW
PIECE M-1
(2 Required)

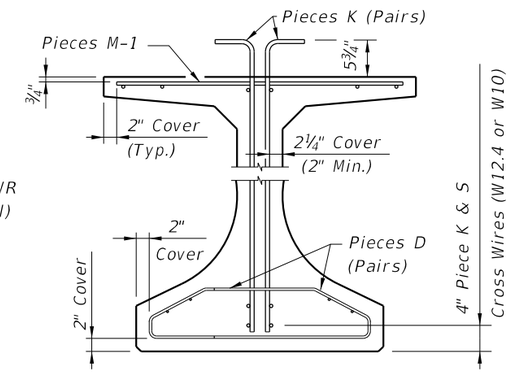
PLAN VIEW
PIECE M-3
(2 Required)



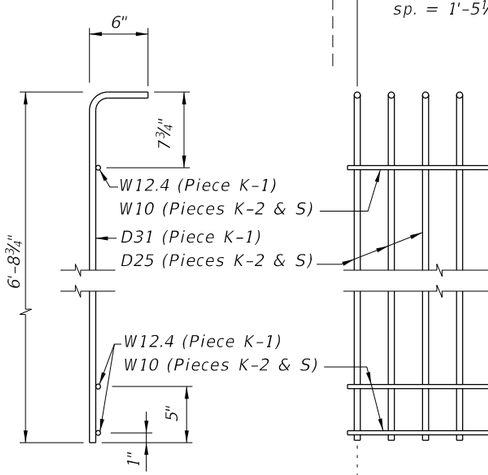
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands N not Shown for Clarity)

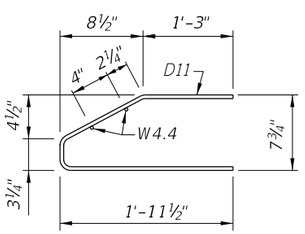


PIECES K & S
END VIEW

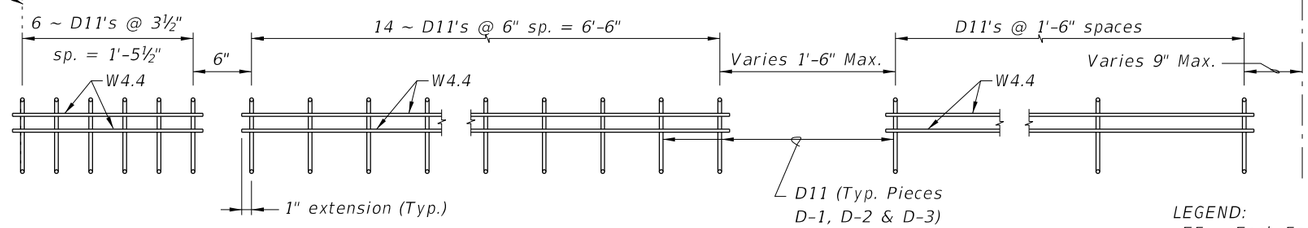
PIECE K-1
(Aligned EF)
(4 Required
~ 2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required ~ Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:

a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 6A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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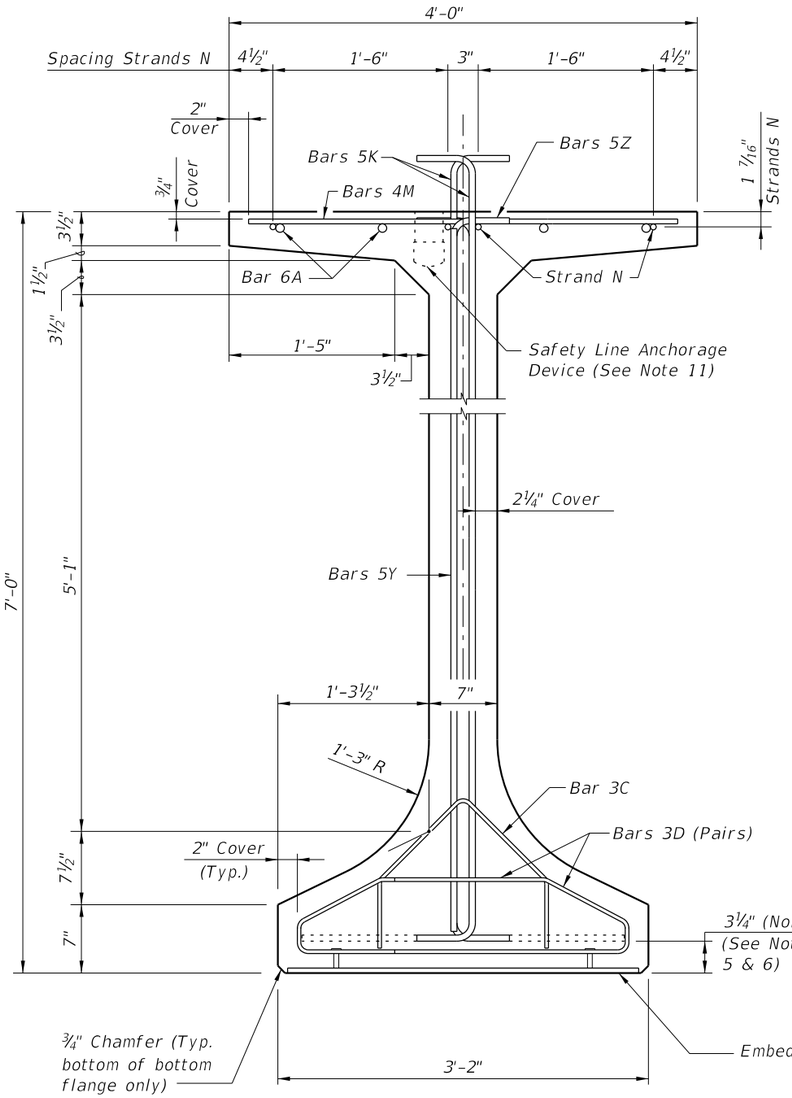
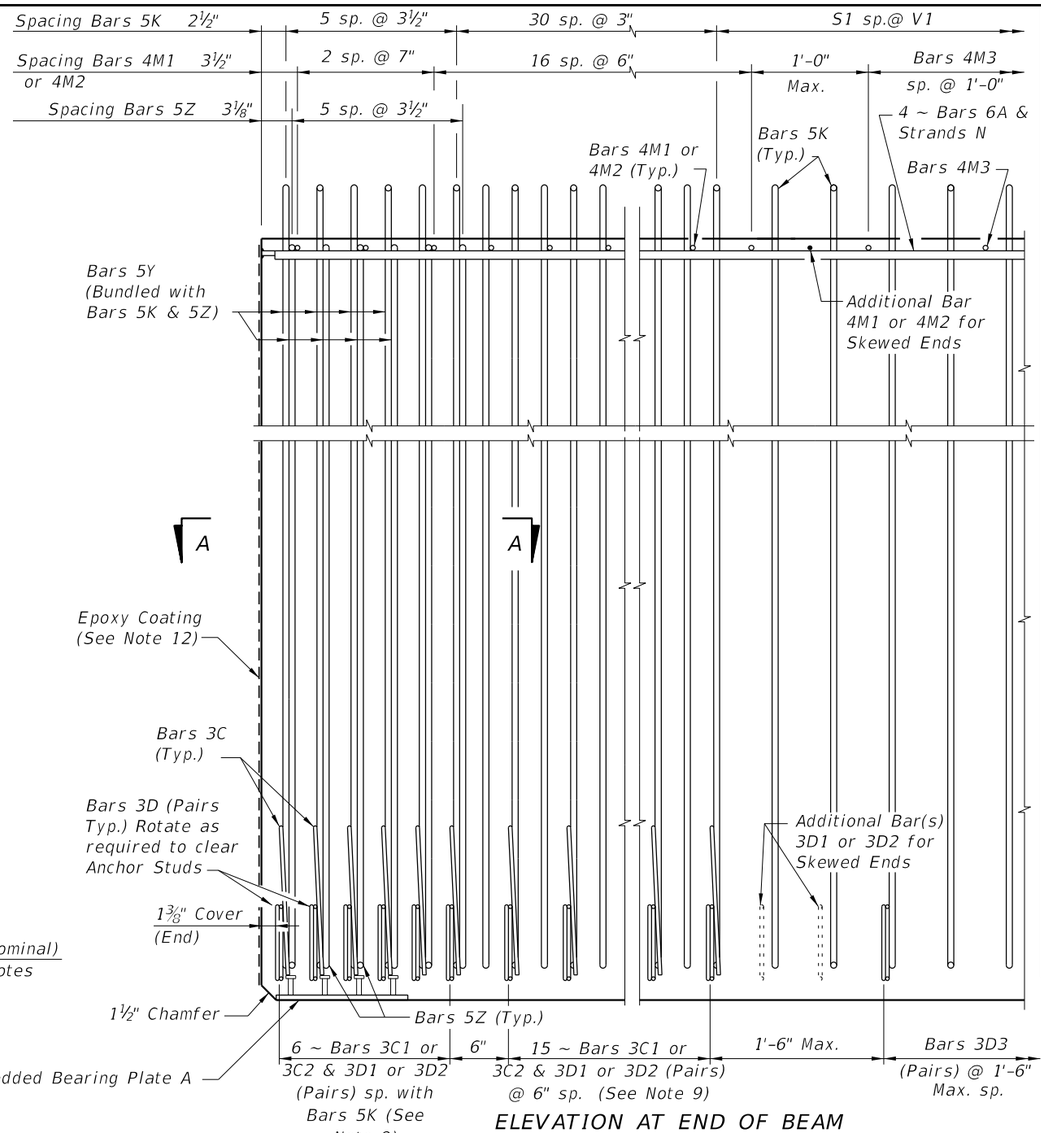
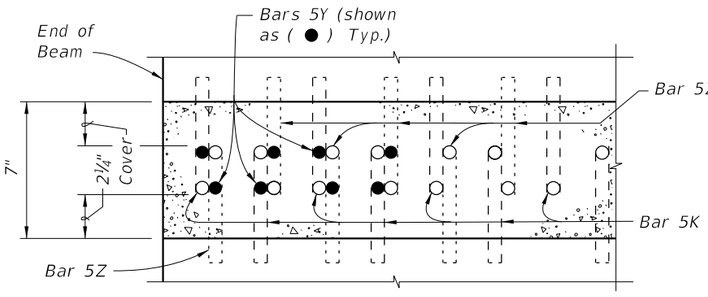
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 78 BEAM - STANDARD DETAILS	INDEX 450-078	SHEET 2 of 2



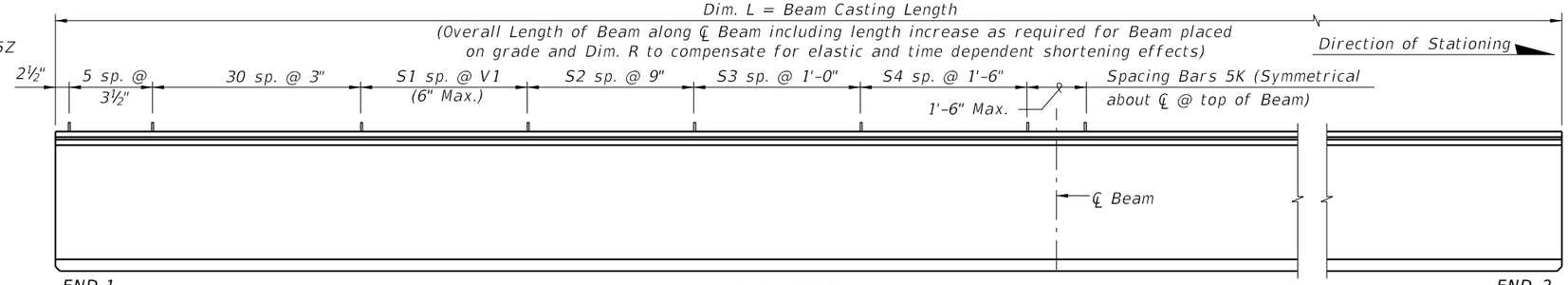
END VIEW



ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)



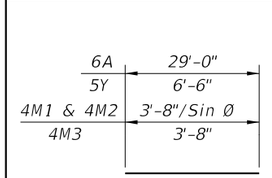
ELEVATION

CONVENTIONAL REINFORCING BAR BENDING DETAILS

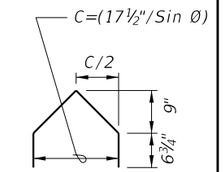
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	6	8	29'-0"
C1	7, 8 & 9	3	21 (End 1)	Varies
C2	7, 8 & 9	3	21 (End 2)	Varies
D1	7, 8, 9 & 10	3	42 (End 1)	Varies
D2	7, 8, 9 & 10	3	42 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	8'-2"
M1	7 & 9	4	19 (End 1)	Varies
M2	7 & 9	4	19 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	½" Ø Strand	4	Dim. L
Y	8 & 9	5	16	6'-6"
Z	5, 6, 8, 9 & 10	5	12	7'-8"

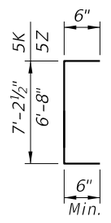
BENDING DIAGRAMS (See Note 2)



BARS 6A, 4M1, 4M2, 4M3 & 5Y

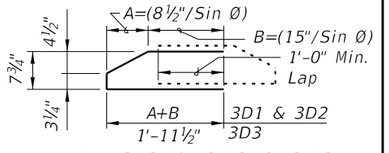


BARS 3C1 & 3C2



BARS 5K & 5Z

Ø=90° for Bars 3D3



BARS 3D1, 3D2 & 3D3

NOTES:

A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.

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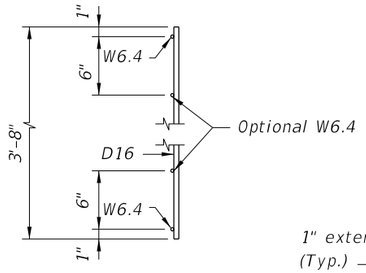
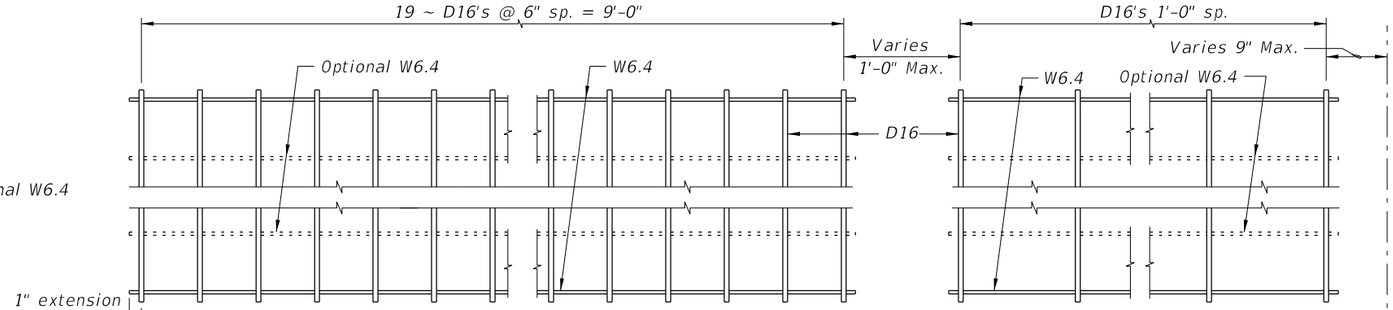
LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 84 BEAM - STANDARD DETAILS	INDEX 450-084	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

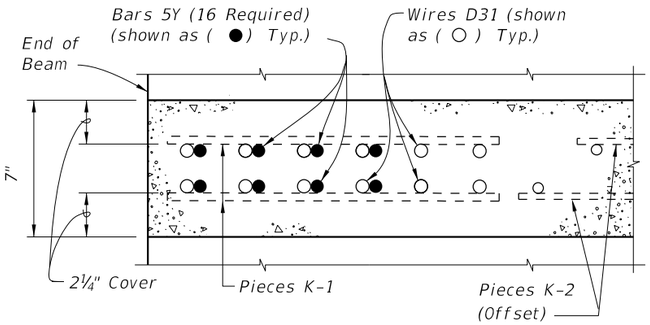


PIECES M
END VIEW

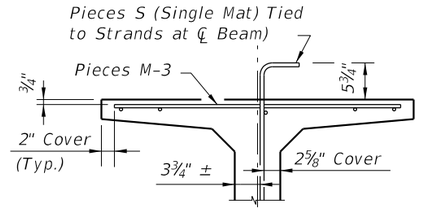


PLAN VIEW
PIECE M-1
(2 Required)

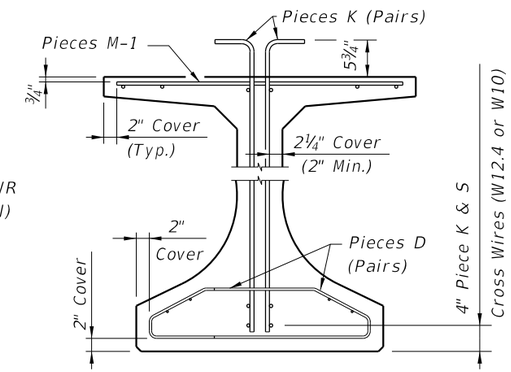
PLAN VIEW
PIECE M-3
(2 Required)



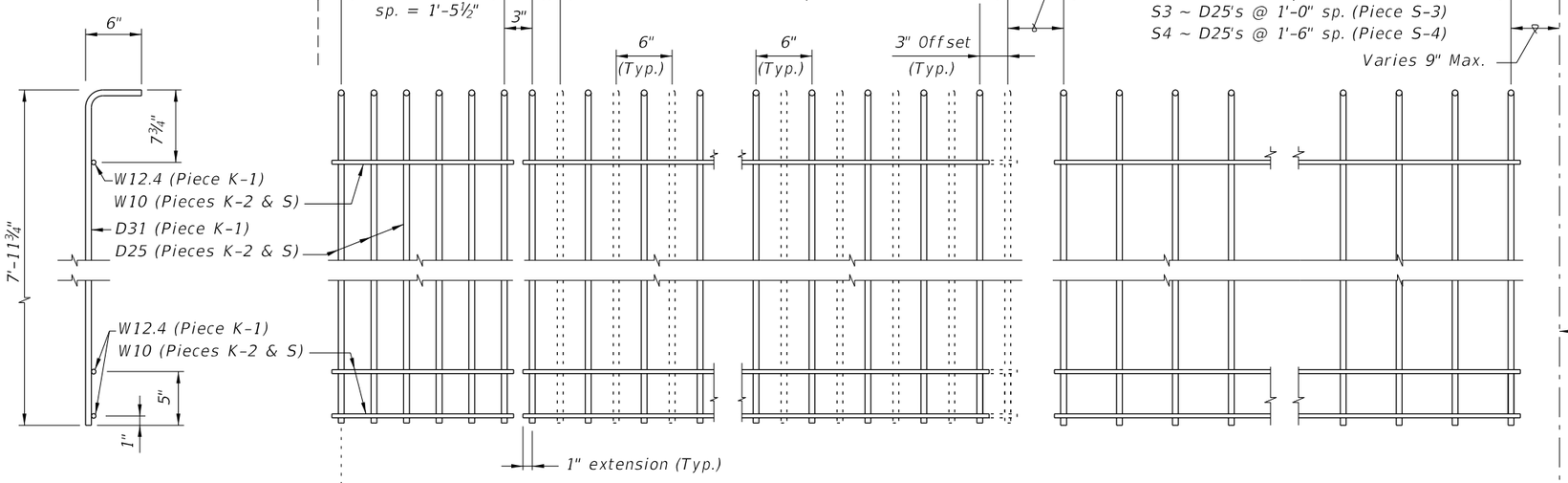
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands N not Shown for Clarity)

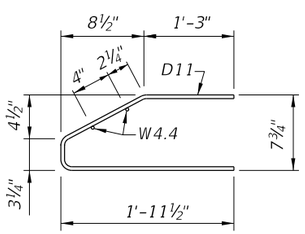


PIECES K & S
END VIEW

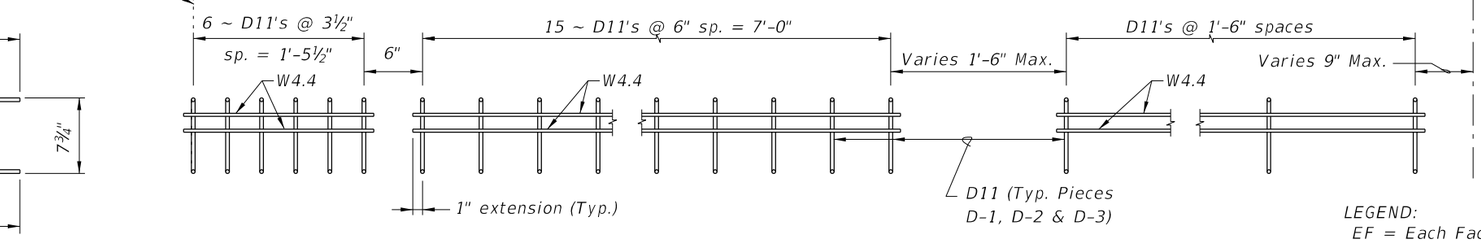
PIECE K-1
(Aligned EF)
(4 Required ~
2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required ~ Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:

a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 6A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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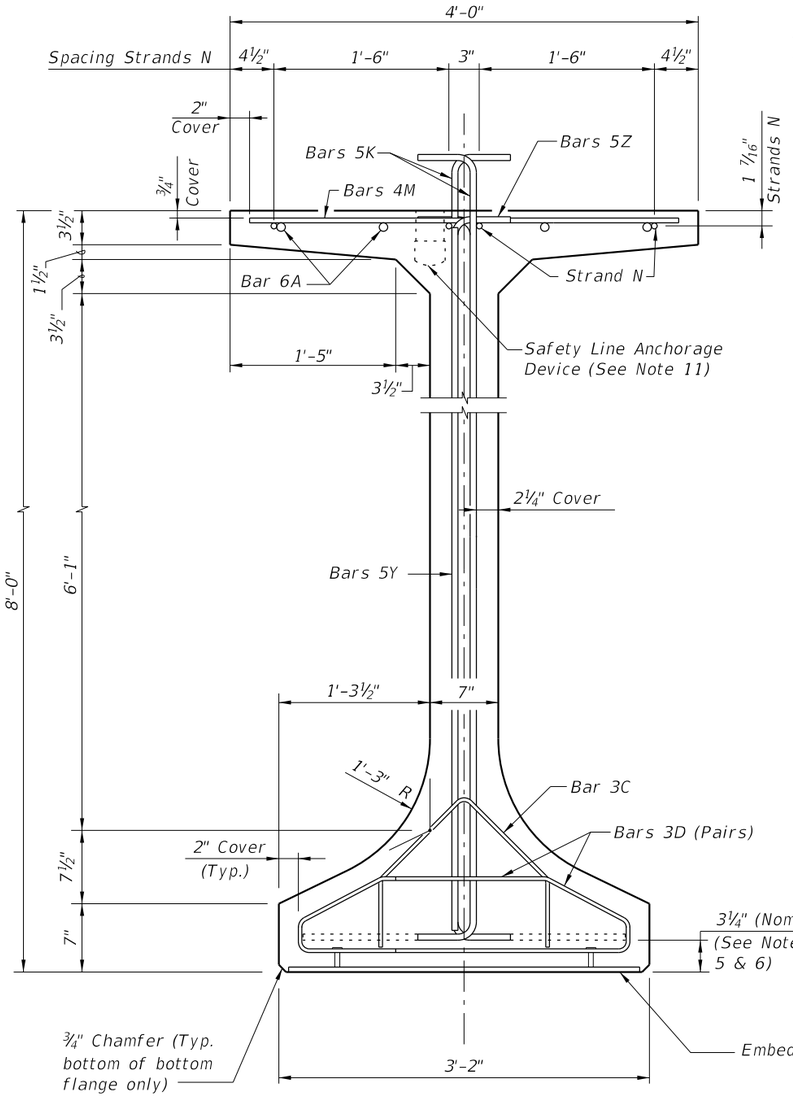
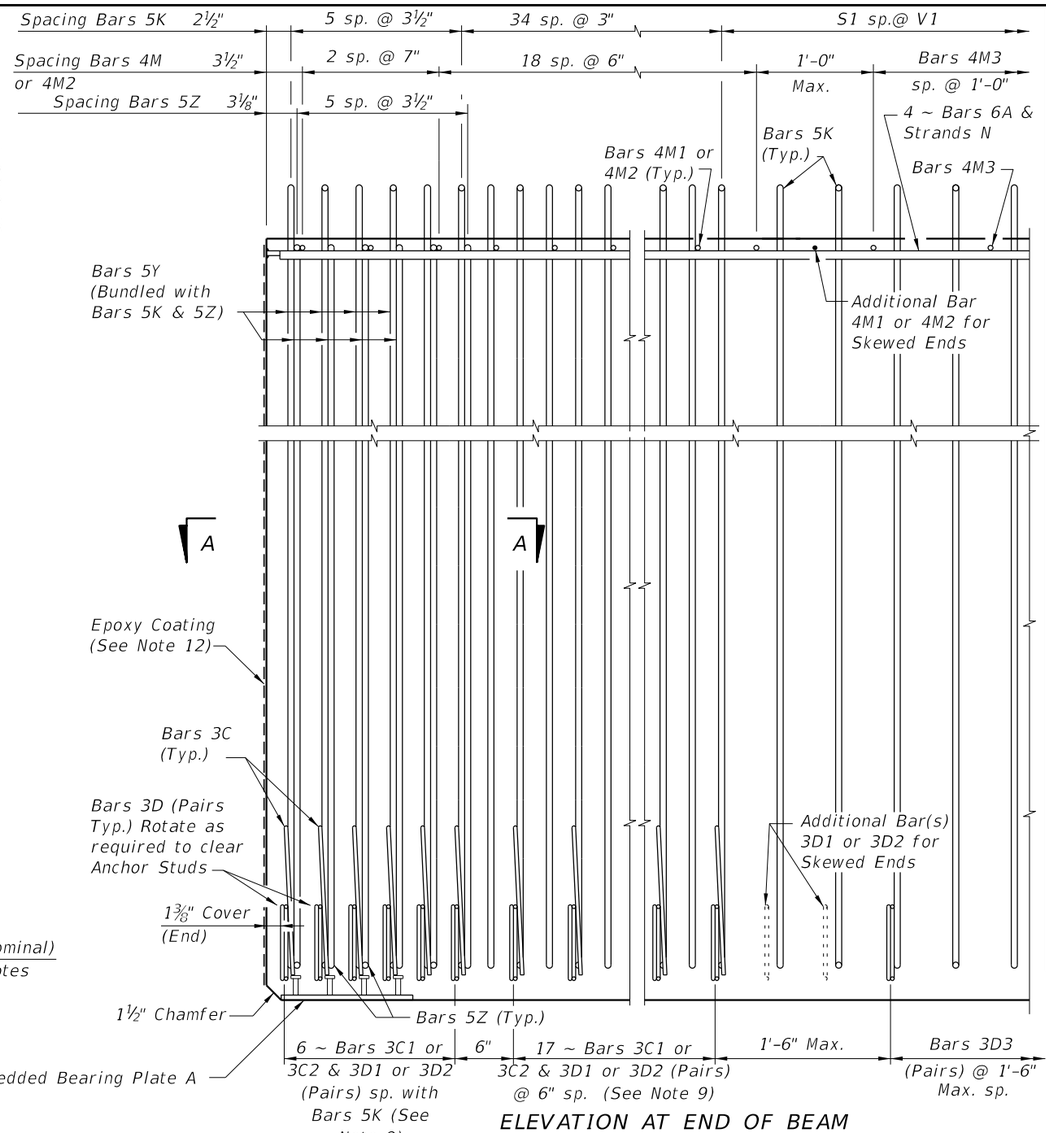
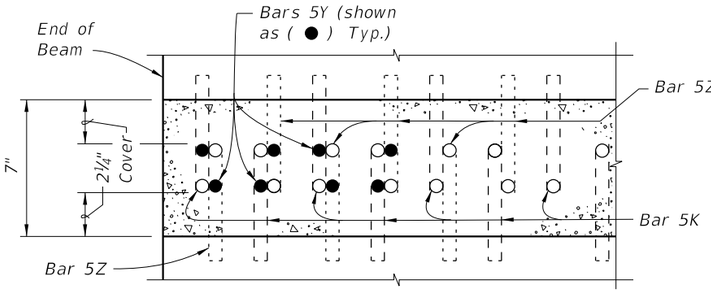
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 84 BEAM - STANDARD DETAILS	INDEX 450-084	SHEET 2 of 2



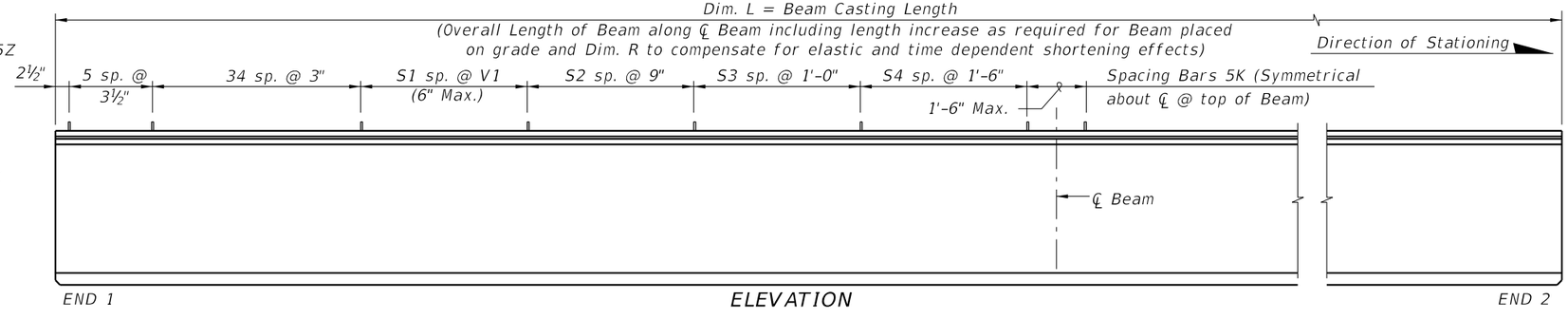
END VIEW



ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)



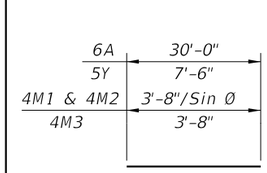
ELEVATION

CONVENTIONAL REINFORCING BAR BENDING DETAILS

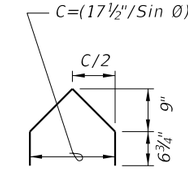
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	6	8	30'-0"
C1	7, 8 & 9	3	23 (End 1)	Varies
C2	7, 8 & 9	3	23 (End 2)	Varies
D1	7, 8, 9 & 10	3	46 (End 1)	Varies
D2	7, 8, 9 & 10	3	46 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	9'-2"
M1	7 & 9	4	21 (End 1)	Varies
M2	7 & 9	4	21 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	½" Ø Strand	4	Dim. L
Y	8 & 9	5	16	7'-6"
Z	5, 6, 8, 9 & 10	5	12	8'-8"

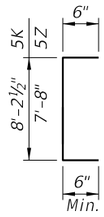
BENDING DIAGRAMS (See Note 2)



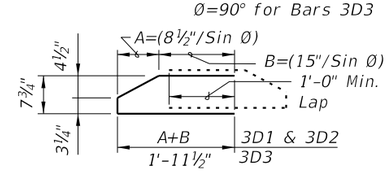
BARS 6A, 4M1, 4M2, 4M3 & 5Y



BARS 3C1 & 3C2



BARS 5K & 5Z



BARS 3D1, 3D2 & 3D3

NOTES:

A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.

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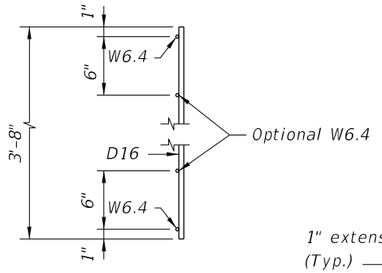
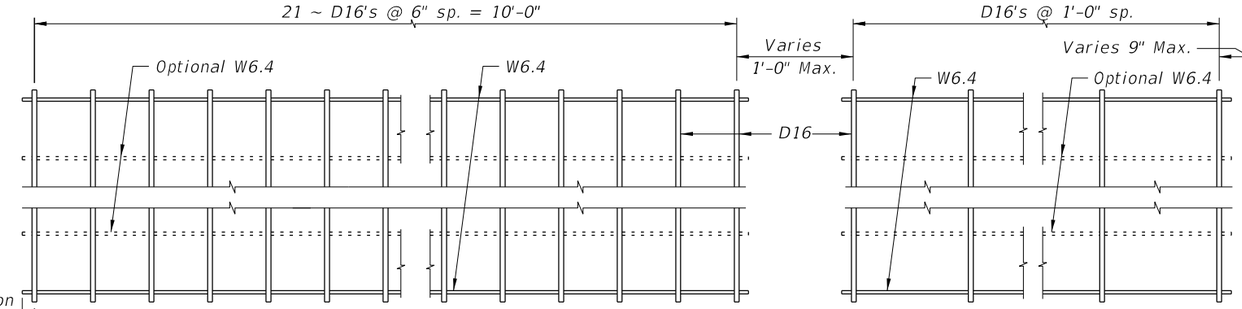
LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 96 BEAM - STANDARD DETAILS	INDEX 450-096	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

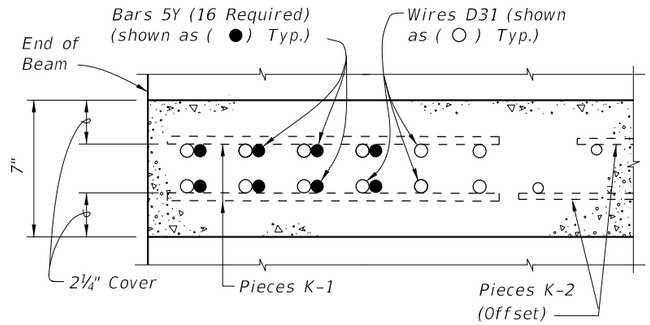


PIECES M
END VIEW

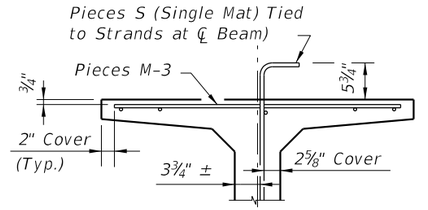


PLAN VIEW
PIECE M-1
(2 Required)

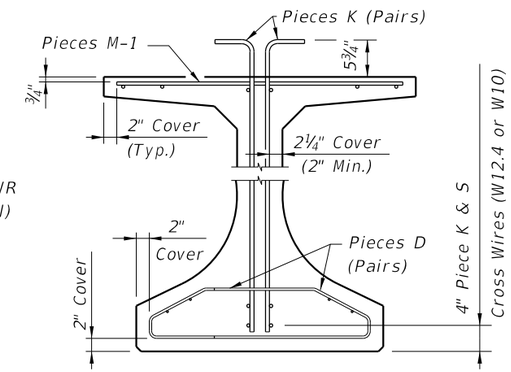
PLAN VIEW
PIECE M-3
(2 Required)



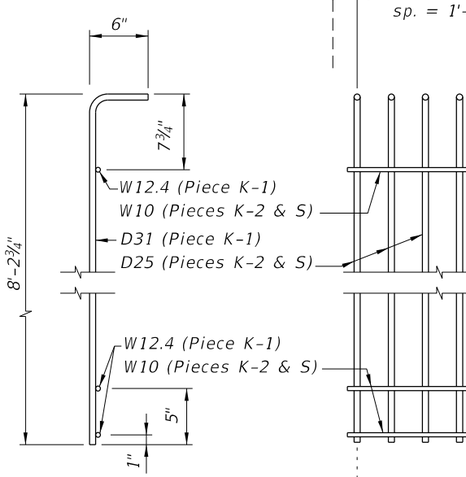
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands N not Shown for Clarity)

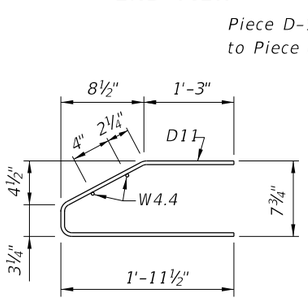


PIECES K & S
END VIEW

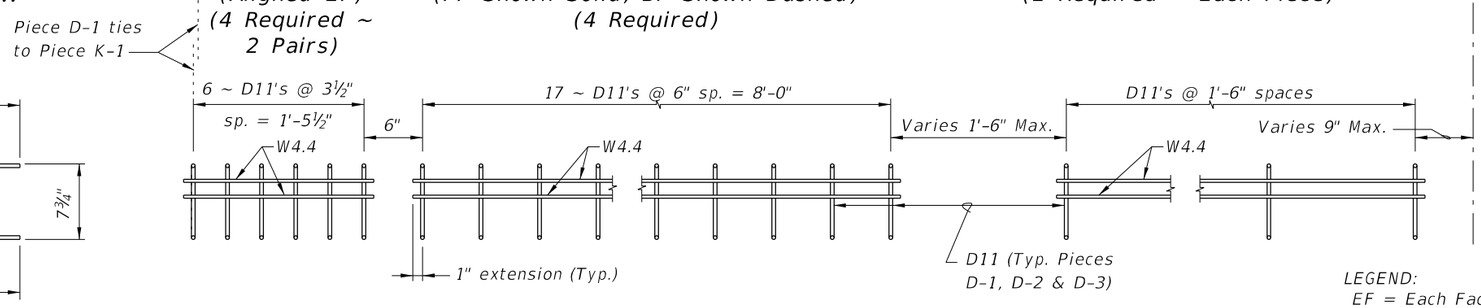
PIECE K-1
(Aligned EF)
(4 Required ~
2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required ~ Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:

a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 6A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

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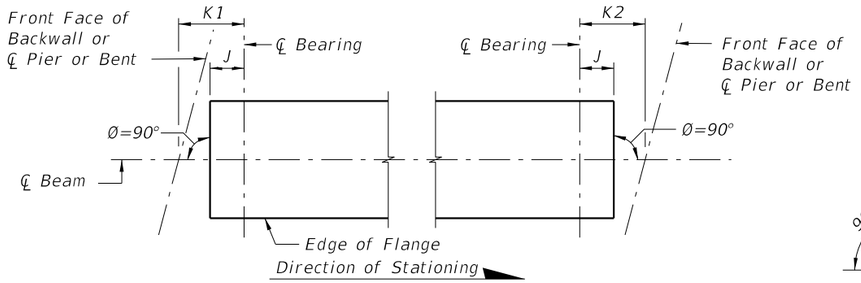
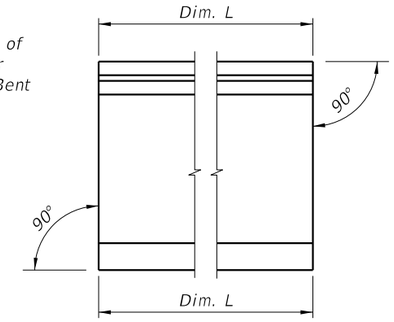
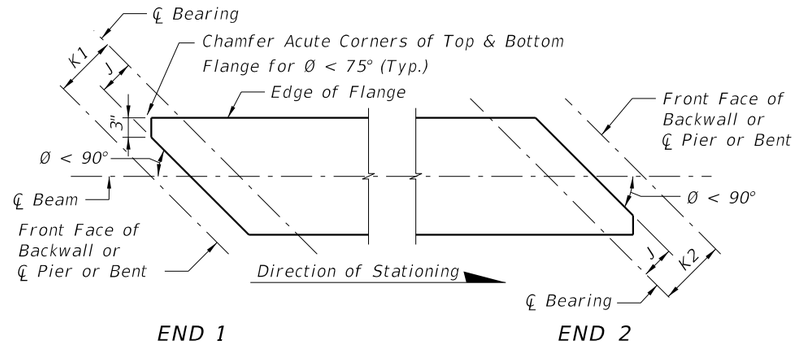
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-I 96 BEAM - STANDARD DETAILS	INDEX 450-096	SHEET 2 of 2



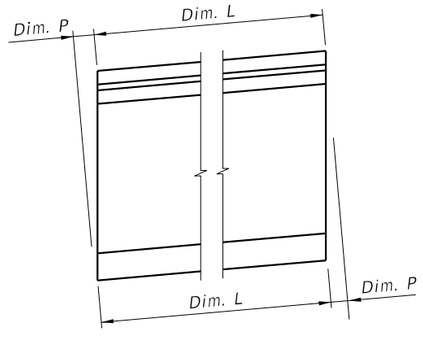
CASE 1
(Standard Orientation for New Construction)



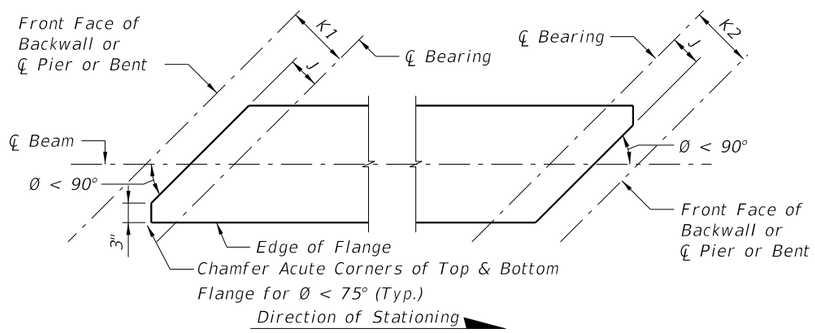
CONDITION 1
(Dim P = 0.0)



CASE 2
(Special Orientation for Widenings)

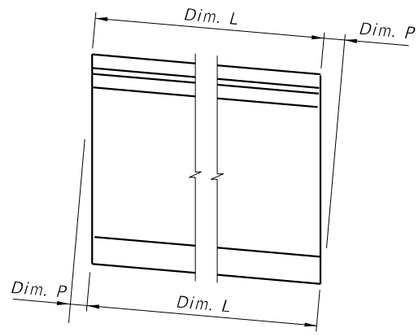


CONDITION 2



CASE 3
(Special Orientation for Widenings)

SCHEMATIC PLAN VIEWS AT BEAM ENDS



CONDITION 3

SCHEMATIC END ELEVATIONS OF BEAMS
(Showing Vertical Bevel of Beam End)

BEAM NOTES

1. Work this Index with the Table of Beam Variables in Structures Plans.
2. All bar bend dimensions are out to out.
3. Concrete cover: 2 inches minimum.
4. Strands N: 3/8" Ø minimum, stressed to 10,000 lbs. each.
5. Place one (1) Bar 4K or 5Z at each location. Alternate the direction of the ends for each bar.
6. Tie Bars 4K and 5Z to the fully bonded strands in the bottom or center row (see "STRAND PATTERN" on the Table of Beam Variables sheet in Structures Plans).
7. Place Bars 3D1 in beam END 1, and Bars 3D2 in beam END 2.
8. For Beams with vertically beveled end conditions:
   A. Place first row of Bars 3D1, 3D2, 4K, 4Y and 5Z parallel to the end of the beam. Progressively rotate remaining bars within the limits of Bars 5Z until vertical by adjusting the spacing at the top of beam up to a maximum of 1".
   B. For deformed WWR, cut top cross wire and rotate bars as required or reduce end cover at top of the beam to minimum 1".
9. For beams with skewed end conditions:
   A. WWR is not permitted for end reinforcement Bars 3D1, and 3D2 on skewed ends; use bar reinforcement.
   B. Place end reinforcement parallel to the skewed end of the beam. End reinforcement is defined as Bars 3D1, 3D2, 4K, 4Y and 5Z placed within the limits of the spacing for Bars 3D in "ELEVATION AT END OF BEAM".
   C. Beyond the limits of the spacing for Bars 3D, place Bars 4K perpendicular to the longitudinal axis of the beam. For placement see "SKEWED BEAM END DETAILS FOR WIDENING EXISTING BRIDGES" (Sheet 2).
10. Contractor Options:
    A. Deformed WWR may be used in lieu of Bars 3D, 4K, and 5Z as shown on Sheet 4; except at skewed ends (See Note 9).
    B. Bars 3D1 and 3D2 may be fabricated as a two-piece bar with a 1'-0" minimum lap splice of the bottom legs.
    C. For deformed WWR, supplemental transverse #4 bars are permitted to support Pieces K & S under the cross wires on the bottom row of strands or above Strands N.
11. Embedment of Safety Line Anchorage Devices are permitted in the top flange to accommodate fall protection systems. See shop drawings for details and spacing of required anchorage devices.
12. For beams with ends that will not to be encased in concrete diaphragms, cut wedges and recess Prestressing Strands at the end of the beam without damaging the surrounding concrete. See "STRAND CUTTING AND PROTECTING DETAIL" on Sheet 2.
13. Holes in the beam web for temporary bracing or shipping devices must be formed prior to casting. Fill holes not meeting all the following criteria in accordance with Specification Section 450.
    A. The superstructure environmental classification is slightly or moderately aggressive
    B. Clear cover to adjacent steel reinforcing is 1"or greater
    C. Hole inside diameter is 2" maximum
    D. Non-metallic, non-water absorbing forming materials such as PVC, may be left in place permanently.

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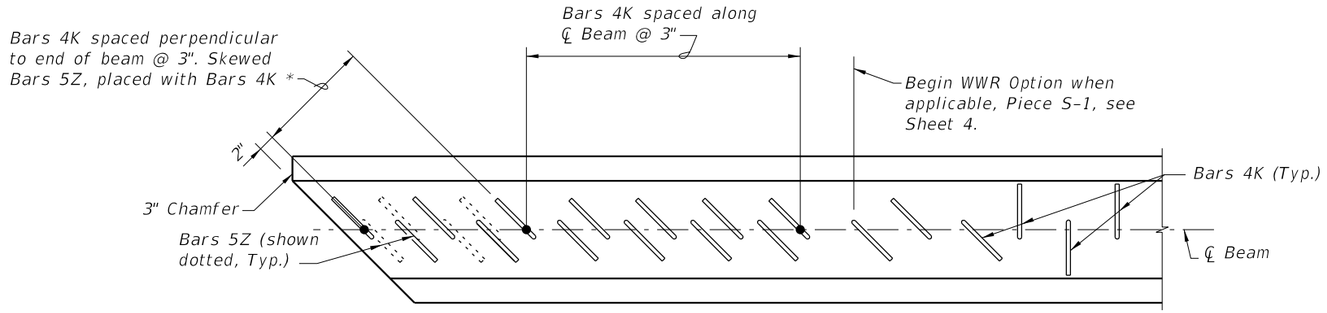
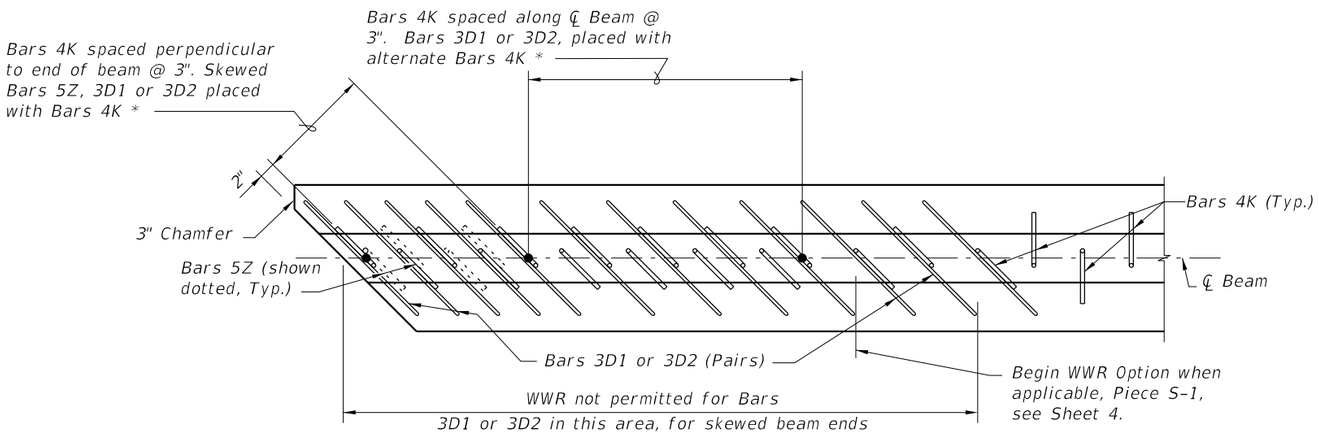
DETAILS AND NOTES

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	AASHTO TYPE II BEAM	INDEX	SHEET
11/01/18					450-120	1 of 4



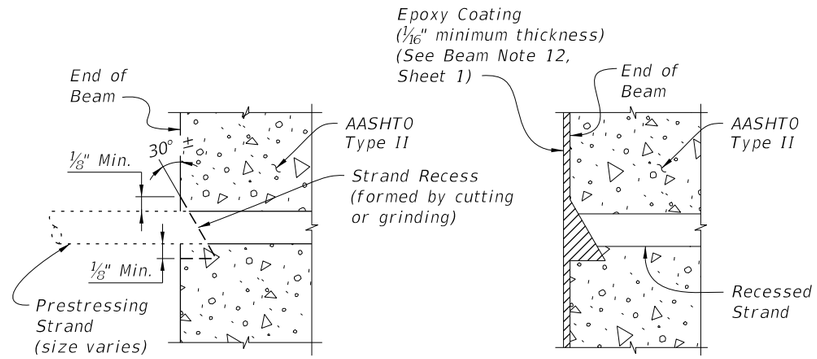
PARTIAL PLAN VIEW (SHOWING TOP FLANGE)
(End 1 Shown, End 2 Similar)
(Bars 5A, 4Y & Strands N not shown for clarity)

* For number of Bars, spacing and placement details see Sheet 3. See Sheet 3 for Conventional Reinforcement, Sheet 4 for WWR.



PARTIAL SECTION THRU WEB (SHOWING BOTTOM FLANGE)
(End 1 Shown, End 2 Similar)
(Bars 4Y & Strands not shown for clarity)

SKEWED BEAM END DETAILS FOR WIDENING EXISTING BRIDGES



TYPICAL SECTION SHOWING CUT STRAND RECESS LIMITS

TYPICAL SECTION AFTER PROTECTING

STRAND CUTTING AND PROTECTING DETAIL

DETAILS AND NOTES

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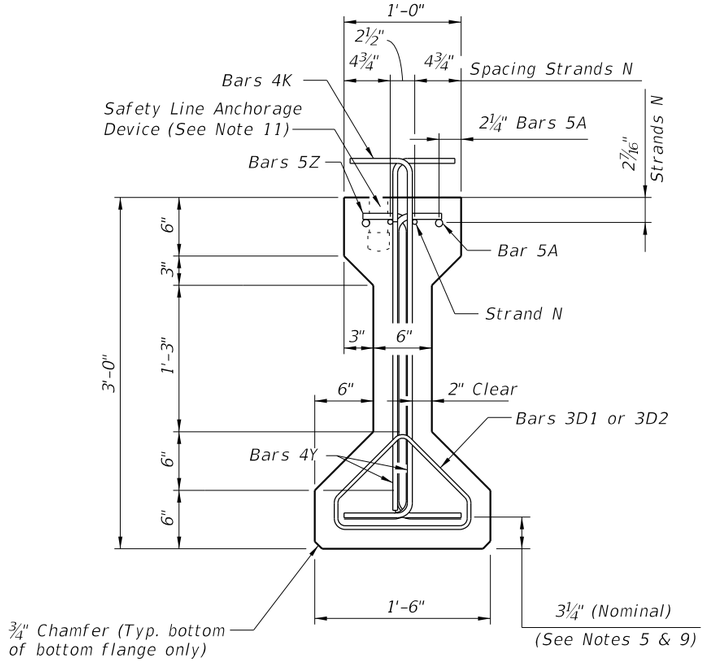
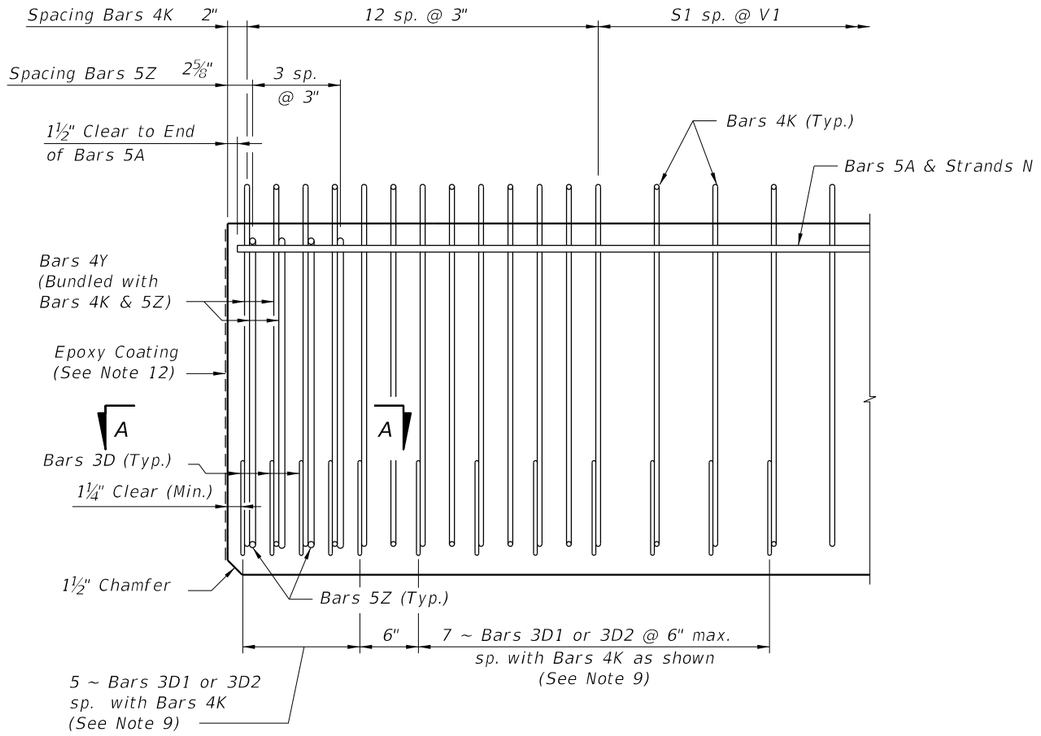
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	AASHTO TYPE II BEAM	INDEX	SHEET
11/01/19					450-120	2 of 4



END VIEW

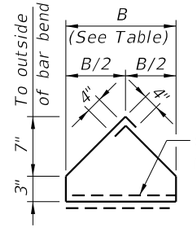


ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)

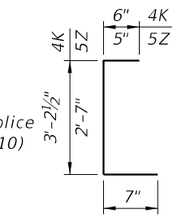
BILL OF REINFORCING STEEL FOR ONE BEAM ONLY

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 1)
A	—	5	4	12'-0"
D1	8, 9 & 10	3	12	See Table
D2	8, 9 & 10	3	12	See Table
K	5, 6, 8, 9 & 10	4	See Table	4'-4"
N	4 & 12	⅜" Ø Strand	2	DIM L+5"
Y	8 & 9	4	8	2'-6"
Z	5, 6, 8, 9 & 10	5	8	3'-7"

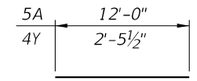
BENDING DIAGRAMS (See Note 1)



BARS 3D1 & 3D2



BARS 4K & 5Z



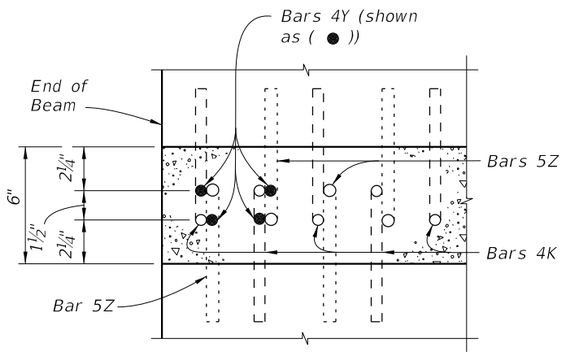
BARS 5A & 4Y

NOTES:

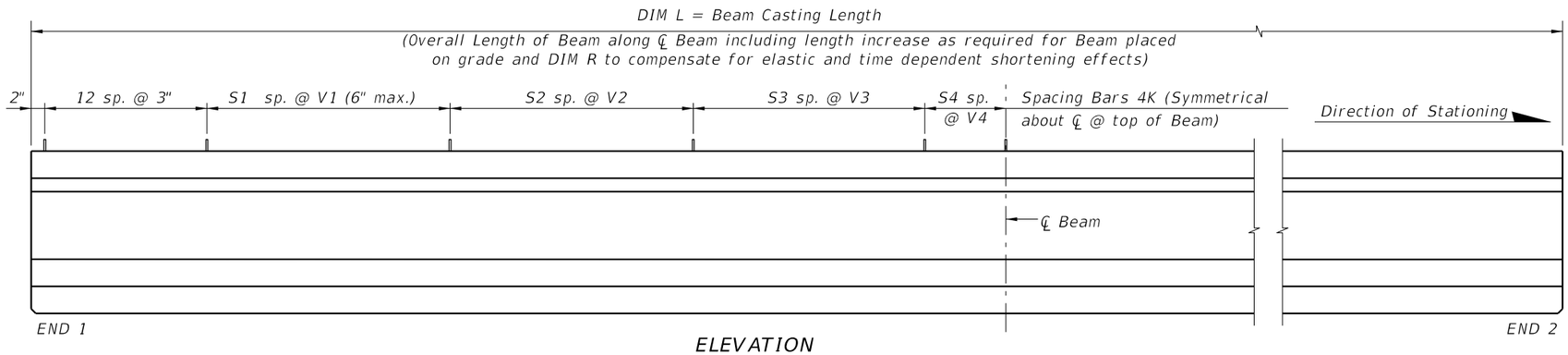
Work this Index with the AASHTO Type II Beam – Table of Beam Variables in Structures Plans.

For referenced notes, see Sheet 1.

For Dimensions L, R, V1 thru V4 and number of spaces S1 thru S4, see AASHTO Type II Beam – Table of Beam Variables.



SECTION A-A
(Showing Bars 4K, 4Y & 5Z Only)



ELEVATION

STANDARD DETAILS

LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	AASHTO TYPE II BEAM	INDEX 450-120	SHEET 3 of 4

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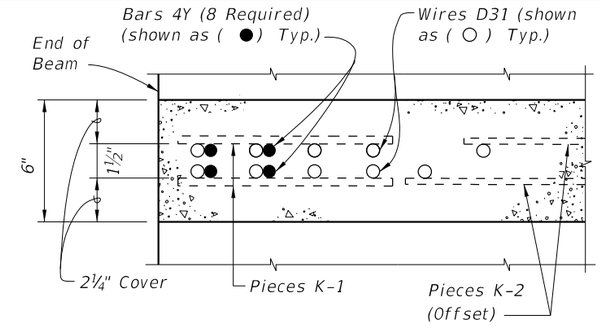
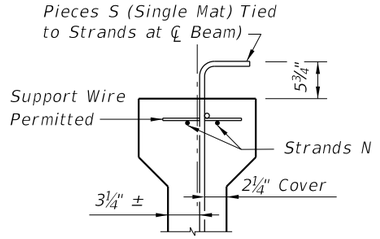
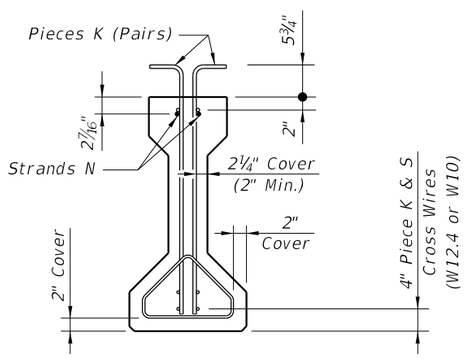


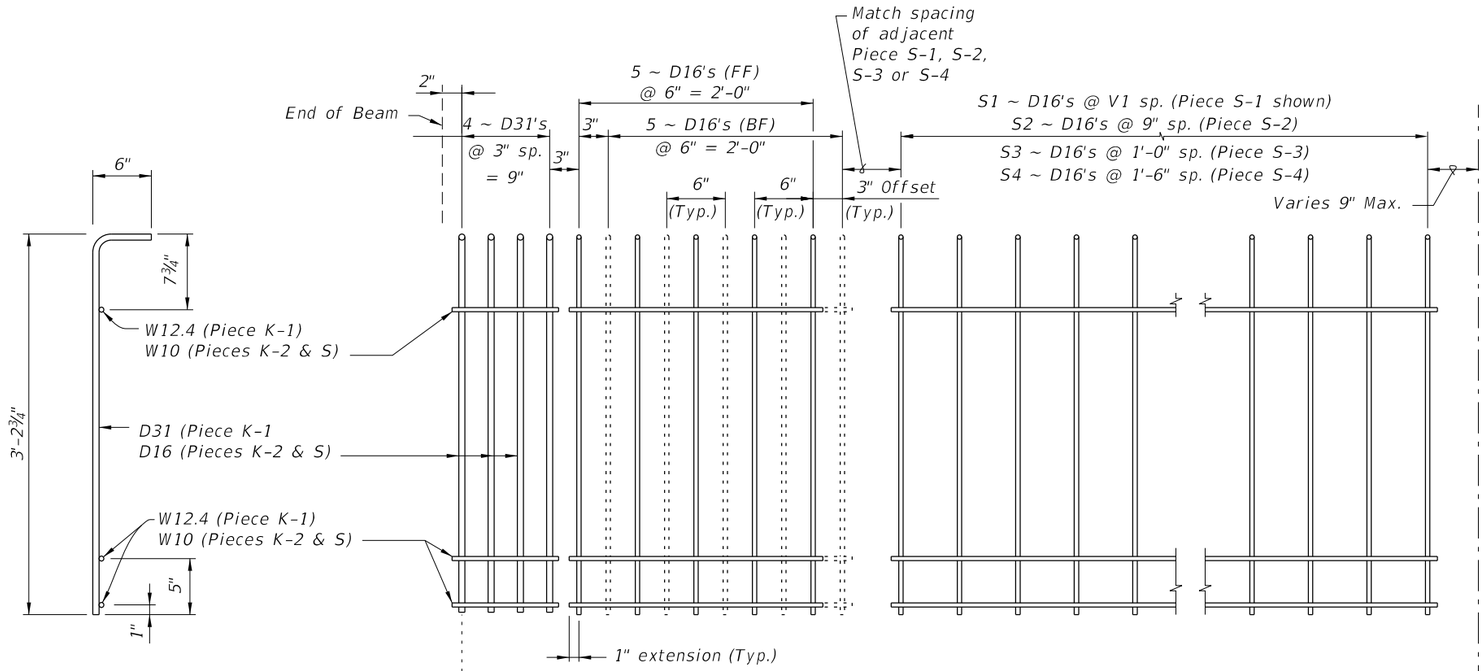
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, Y and
Bottom Strands not Shown for Clarity)



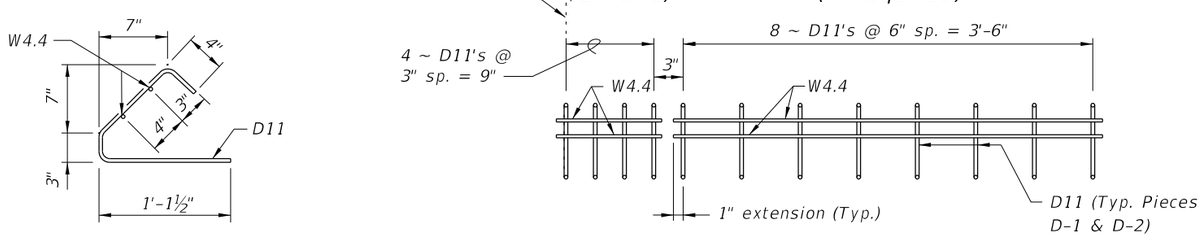
PIECES K & S
END VIEW

PIECE K-1
(Aligned EF)
(4 Required ~
2 Pairs)

PIECE K-2
(FF Shown Solid,
BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required Each Piece)

℄ Beam (WWR
Symmetrical)



PIECES D
END VIEW

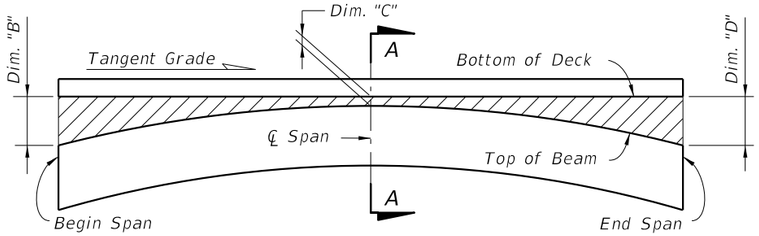
PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

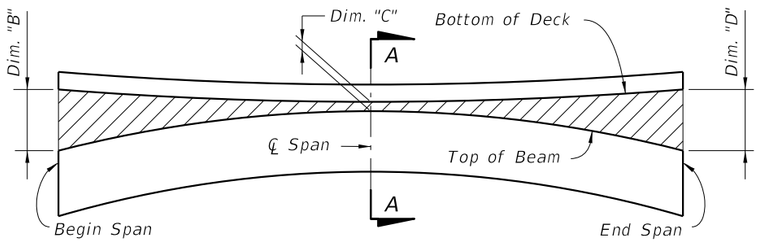
LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:
a. See Sheet 3 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 5A as shown on Sheet 3. Place additional Bars 4Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1 & D-2 shall not be used; Conventional Reinforcement Bars D1 & D2 shall be used. See Sheet 2 Skew Details and Sheet 1 Note 9 for placement details. Shift Pieces K & Bars 4Y to accommodate skewed end conditions and align with Bars D.

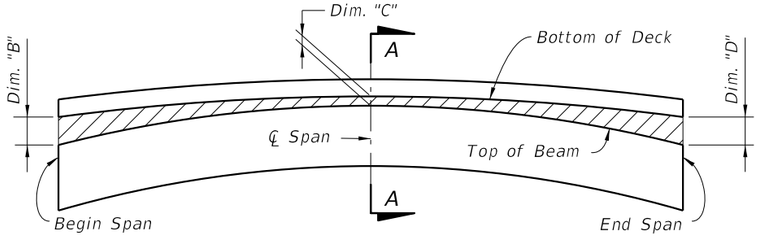
STANDARD DETAILS



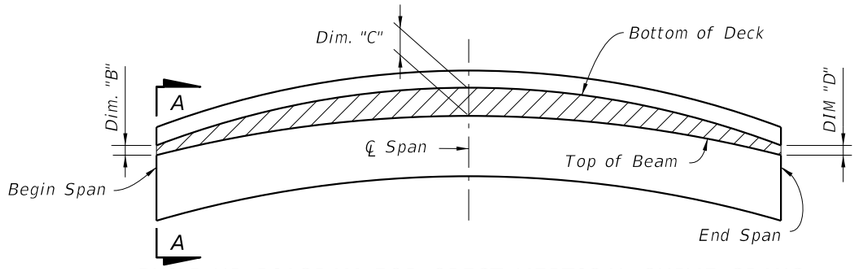
BUILD-UP DIAGRAM FOR TANGENT SPANS
(ALONG ℄ BEAM) (CASE 1)



BUILD-UP DIAGRAM FOR SAG VERTICAL CURVE & HORIZONTAL CURVE SPANS
(ALONG ℄ BEAM) (CASE 2)



BUILD-UP DIAGRAM FOR CREST VERTICAL CURVE SPANS
- CONTROL AT ℄ SPAN
(ALONG ℄ BEAM) (CASE 3)

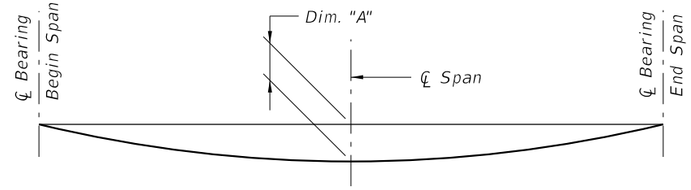


BUILD-UP DIAGRAM FOR CREST VERTICAL CURVE SPANS
- CONTROL AT BEGIN OR END SPAN
(ALONG ℄ BEAM) (CASE 4)

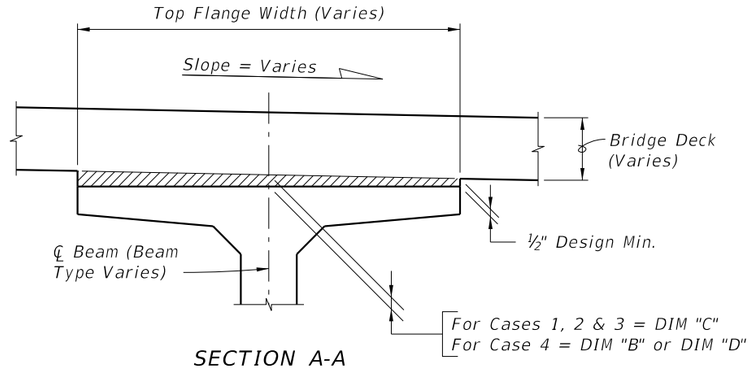
BEAM CAMBER AND BUILD-UP NOTES:

The build-up values given in the Data Table* are based on theoretical beam cambers. The Contractor shall monitor beam cambers for the purpose of predicting camber values at the time of the deck pour. If the predicted cambers based on field measurements differ more than +/- ½" from the theoretical "Net Beam Camber @ 120 Days" shown in the Data Table*, obtain approval from the Engineer to modify the build-up dimensions as required. When the measured beam cambers create a conflict with the bottom mat of deck steel, notify the Engineer a minimum of 21 days prior to casting.

Dim. "A" includes the weight of the Stay-In-Place Formwork.



DEAD LOAD DEFLECTION DIAGRAM



SECTION A-A
BUILD-UP OVER BEAMS
(Florida-I Beam Shown
AASHTO Type II Similar)

* NOTE:
Work this Index with the Build-up and Deflection Data Table for Florida-I and AASHTO Type II Beams in Structures Plans.

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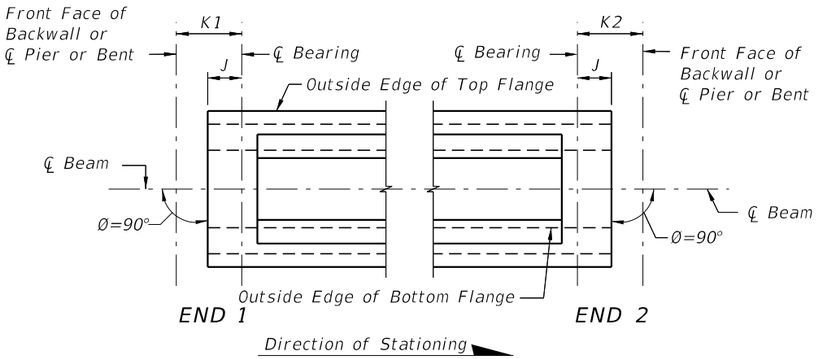
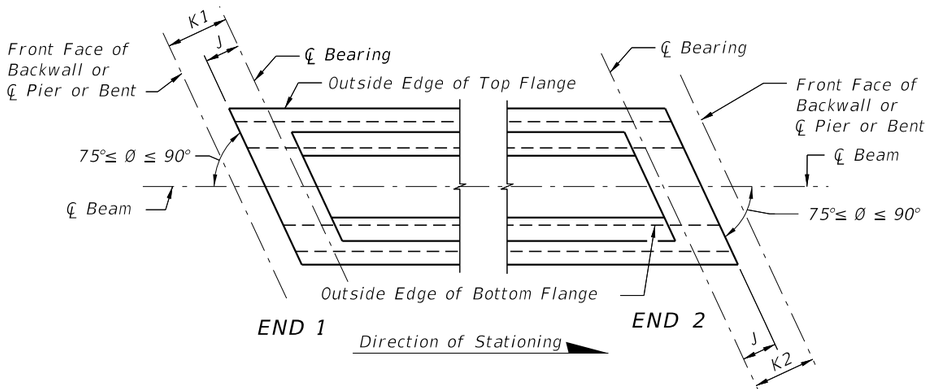
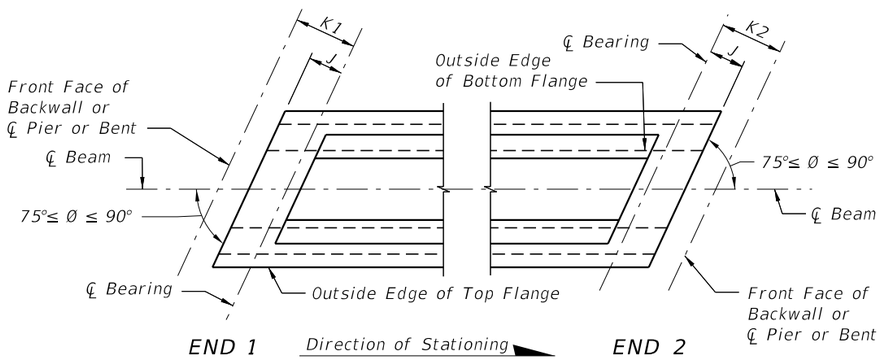
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	PRESTRESSED I-BEAMS BUILD-UP & DEFLECTION DATA	INDEX	SHEET
07/01/15					450-199	1 of 1



CASE 1



CASE 2



CASE 3

SCHEMATIC PLAN VIEWS AT BEAM ENDS

BEAM NOTES

1. Work this Index with the Florida-U Beam Standard Details (Index 450-248, 450-254, 450-263 and 450-272) and the Table of Beam Variables in Structures Plans.
2. All bar bend dimensions are out-to-out.
3. Concrete cover: 2 inches minimum. Maximum aggregate size is a No. 67.
4. Concrete face may be sloped with a maximum 1:24 draft to facilitate formwork removal.
5. Strands N: $\frac{3}{8}$" Ø minimum, stressed to 10,000 lbs. each.
6. Tie Bars 5K to the fully bonded strands in the bottom row (see "STRAND PATTERN" on the Table of Beam Variables sheet in Structures Plans).
7. For beams without skewed ends or vertically beveled end conditions (see Note 8) the Engineer may approve the use of deformed WWR in lieu of Bars 6A1, 4A2, 5B, 4C, 3D, 5E, 4F, 4G, 4H, 5K, 5L and 4M. The spacing and sizes of deformed WWR must match the reinforcing sizes shown on the Florida-U Beam Standard Details sheets.
8. For Beams with vertically beveled end conditions, where "Dim. P" exceeds 1", place Bars 5E, and the first Bars 4F and 5K parallel to the end of the beam. Fan the remaining Bars 4F and 5K within the limits of "Dim. B" (End Diaphragm) at equal spaces until vertical.
9. Embedment of Safety Line Anchorage Devices are permitted in the top flange to accommodate fall protection systems. See shop drawings for details and spacing of any anchorage devices or other required embedded hardware.
10. Intermediate diaphragms must be cast and concrete release strength obtained prior to removing the beam from casting bed.
11. Place drains pipes adjacent to each web at each beam end (four drains per beam).
    - A. Drain Pipe: 2" NPS Schedule 80 PVC.
    - B. Cover, wrap and secure wire screen around the end of the pipe prior to casting. Extend screen a minimum of 1" down the pipe sides.
    - C. Provide removable pipe plugs during casting. Remove plugs from the inside of pipes after casting.
12. Protection of Strands:
    - A. Provide a 2" deep recess around all strands (including dormant) or strand groups. Extend the recessed blockout to the web face and bottom of the flange for the bottom row of strands.
    - B. After detensioning, cut strands $\frac{1}{2}$" from recessed surface and fill the blockout to protect strands with Type F-2 or Q Epoxy Compound in accordance with Specification Section 926.
13. Use Stay-In-Place metal deck forms inside the beams.
14. Prior to deck placement, provide temporary blocking under each web at both ends of every beam. Ensure the temporary blocking is adequate to resist movements and rotations during deck placement. Leave temporary blocking and bracing in place for a minimum of four days after the deck is placed.
15. Based on the deck forming system and deck placement sequence, evaluate and provide any required temporary bracing between the U Beams.

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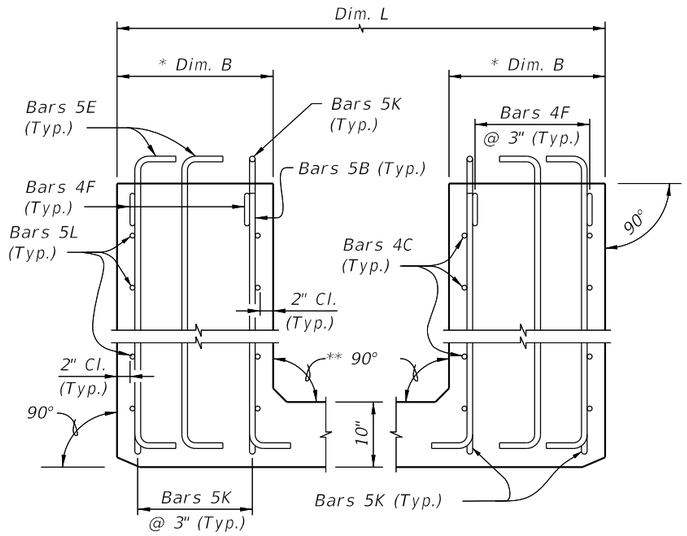
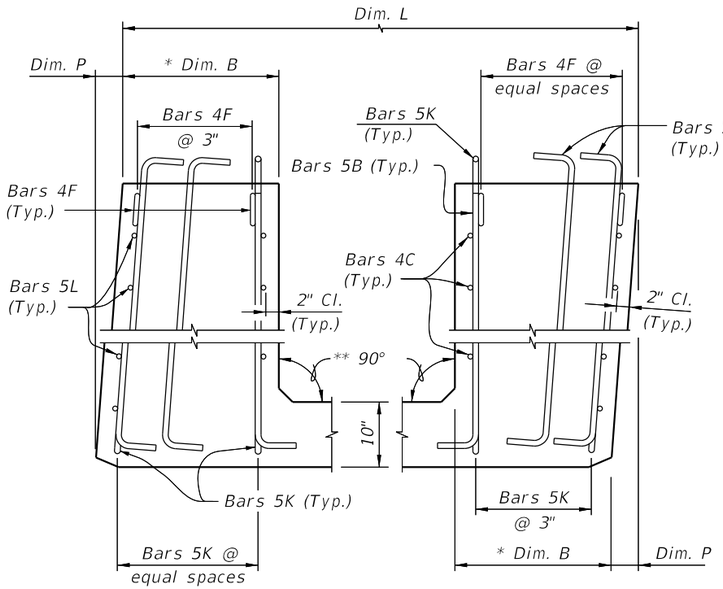
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U BEAM - TYPICAL DETAILS & NOTES	INDEX 450-210	SHEET 1 of 2



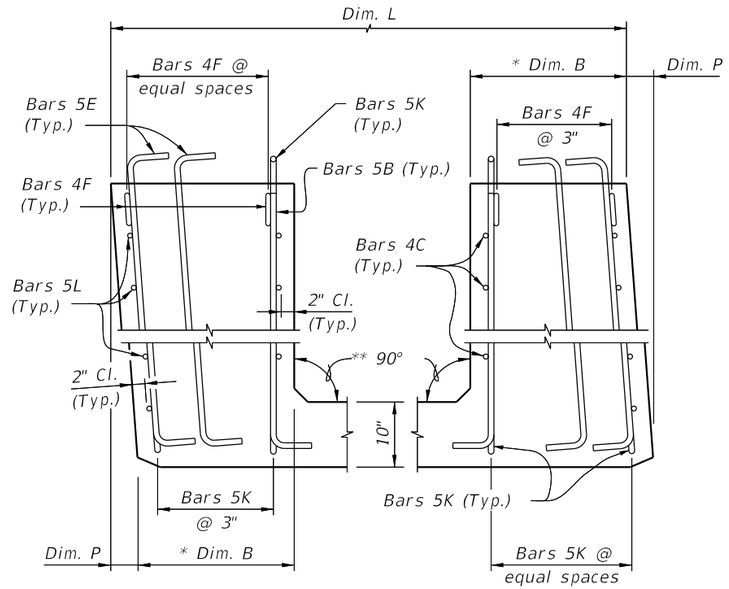
* Dim. B is 1'-6" for Florida-U 48 and 54 Beams and 2'-0" for Florida-U 63 and 72 Beams.

** Note 4, Sheet 1.

CONDITION 1
(P = 0.0)



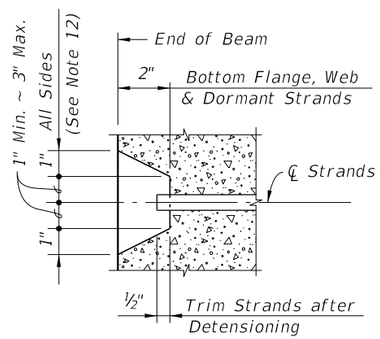
CONDITION 2



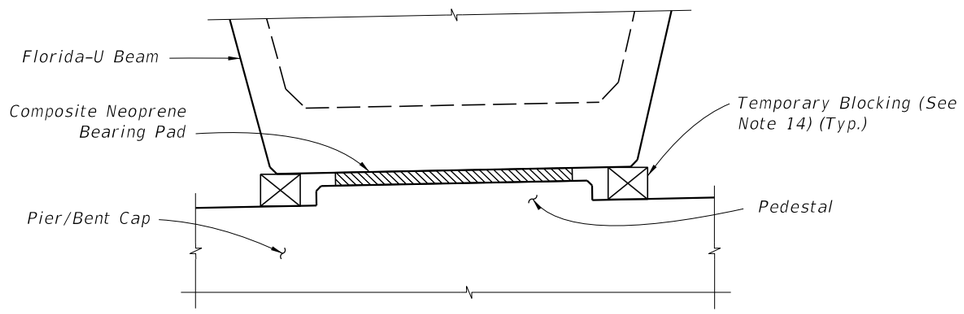
CONDITION 3

SCHEMATIC END ELEVATIONS OF BEAMS

(Showing Vertical Bevel of Beam End)



TYPICAL STRAND BLOCKOUT DETAIL



TEMPORARY BLOCKING OF BEAM ENDS

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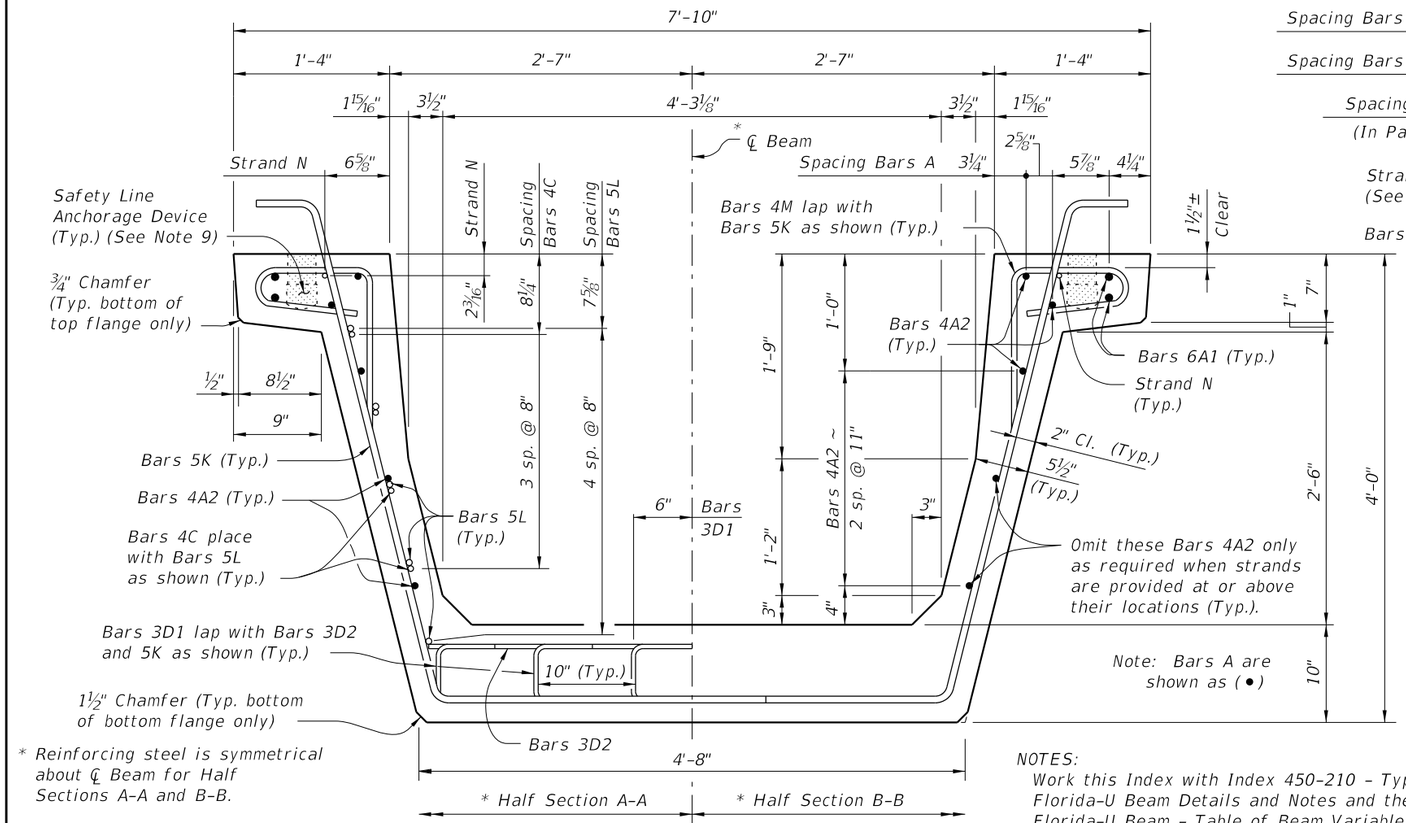
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FY 2020-21 STANDARD PLANS	FLORIDA-U BEAM - TYPICAL DETAILS & NOTES	450-210	2 of 2



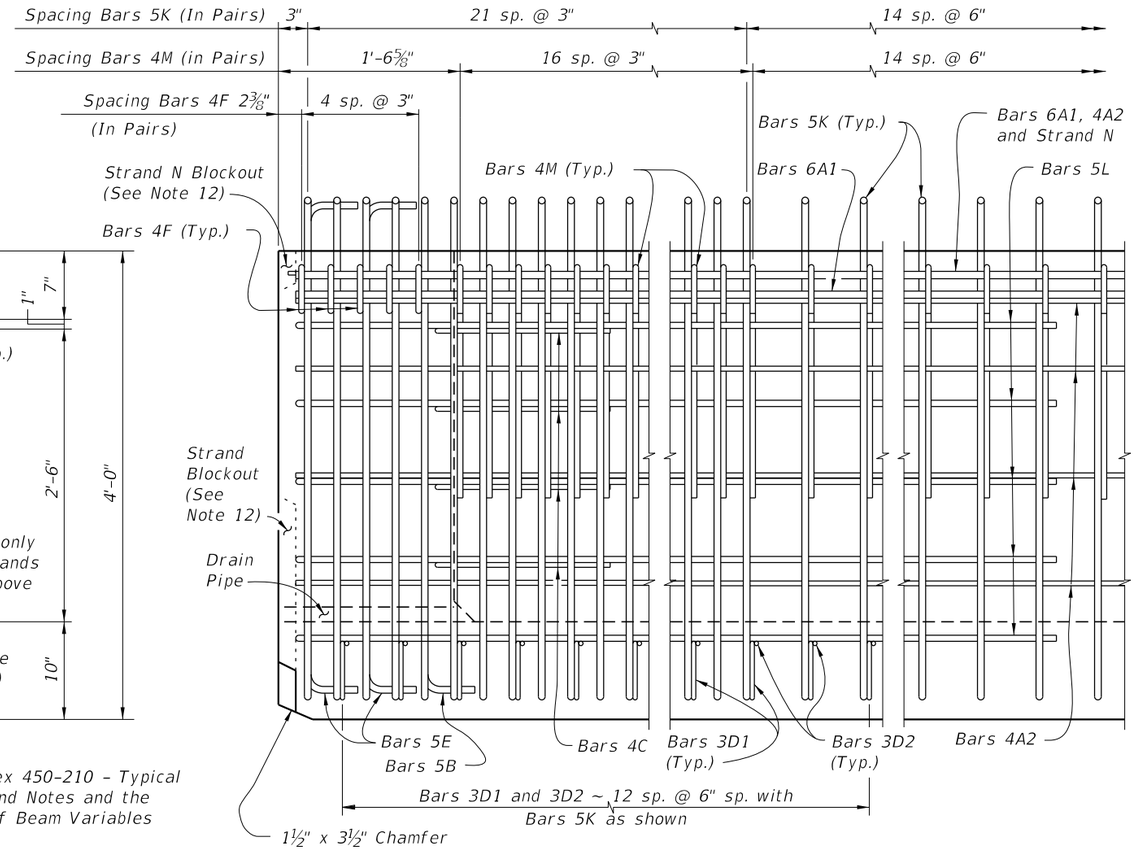
* Reinforcing steel is symmetrical about ℄ Beam for Half Sections A-A and B-B.

** Intermediate Diaphragms shall be provided:
(1) - At midspan.
(2) - At 20'-0" Max. from midspan when beam length (L) exceeds 60 Ft.

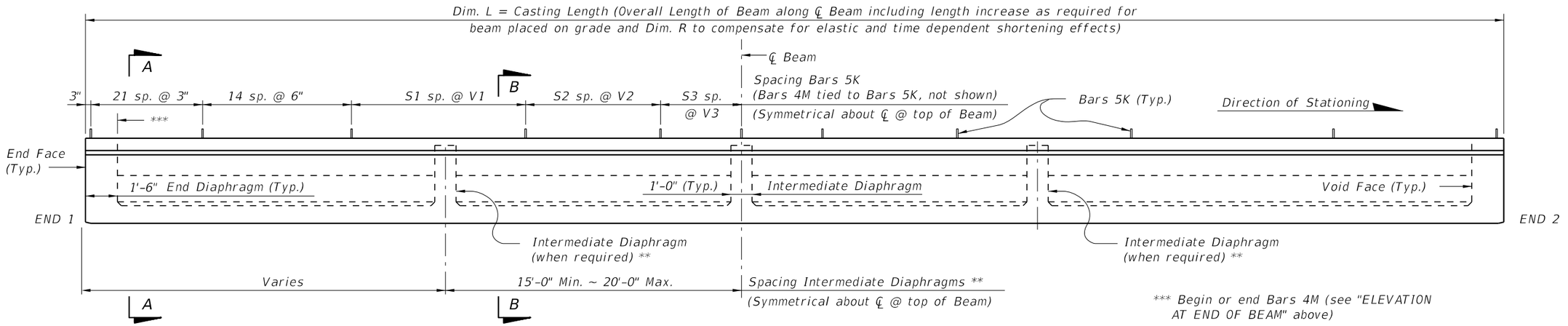
TYPICAL SECTION

NOTES:
Work this Index with Index 450-210 - Typical Florida-U Beam Details and Notes and the Florida-U Beam - Table of Beam Variables in Structures Plans.

For referenced notes see Index 450-210.



ELEVATION AT END OF BEAM



*** Begin or end Bars 4M (see "ELEVATION AT END OF BEAM" above)

ELEVATION

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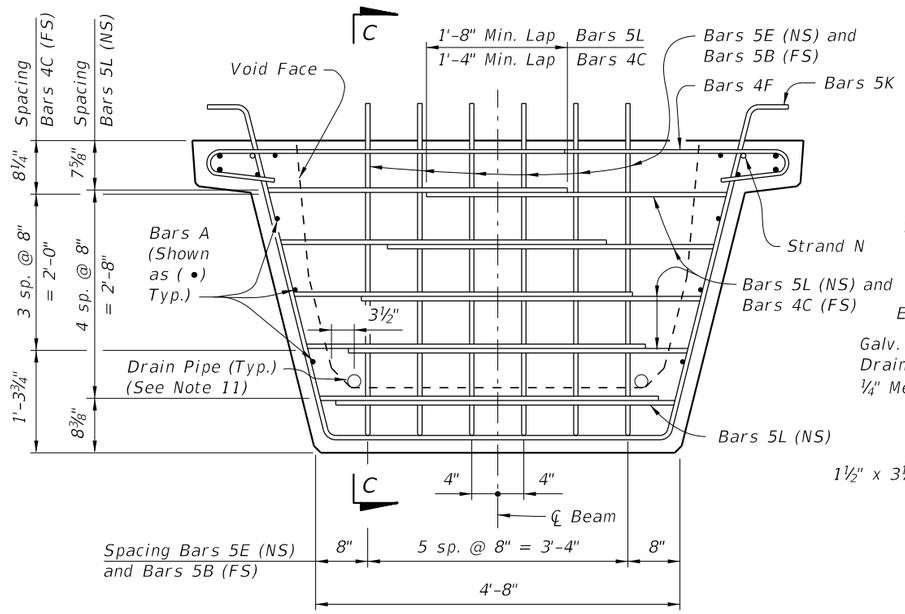
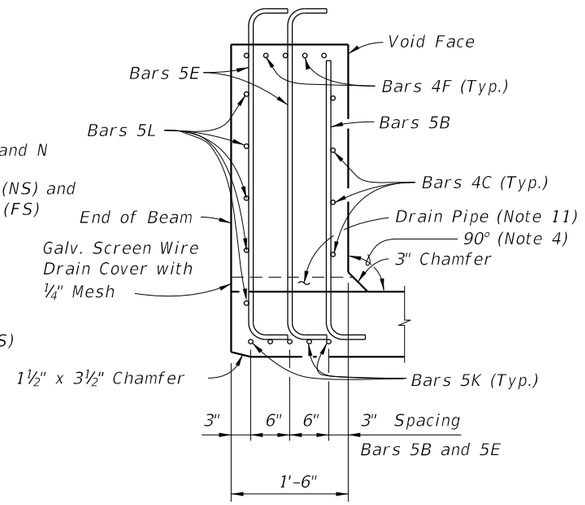
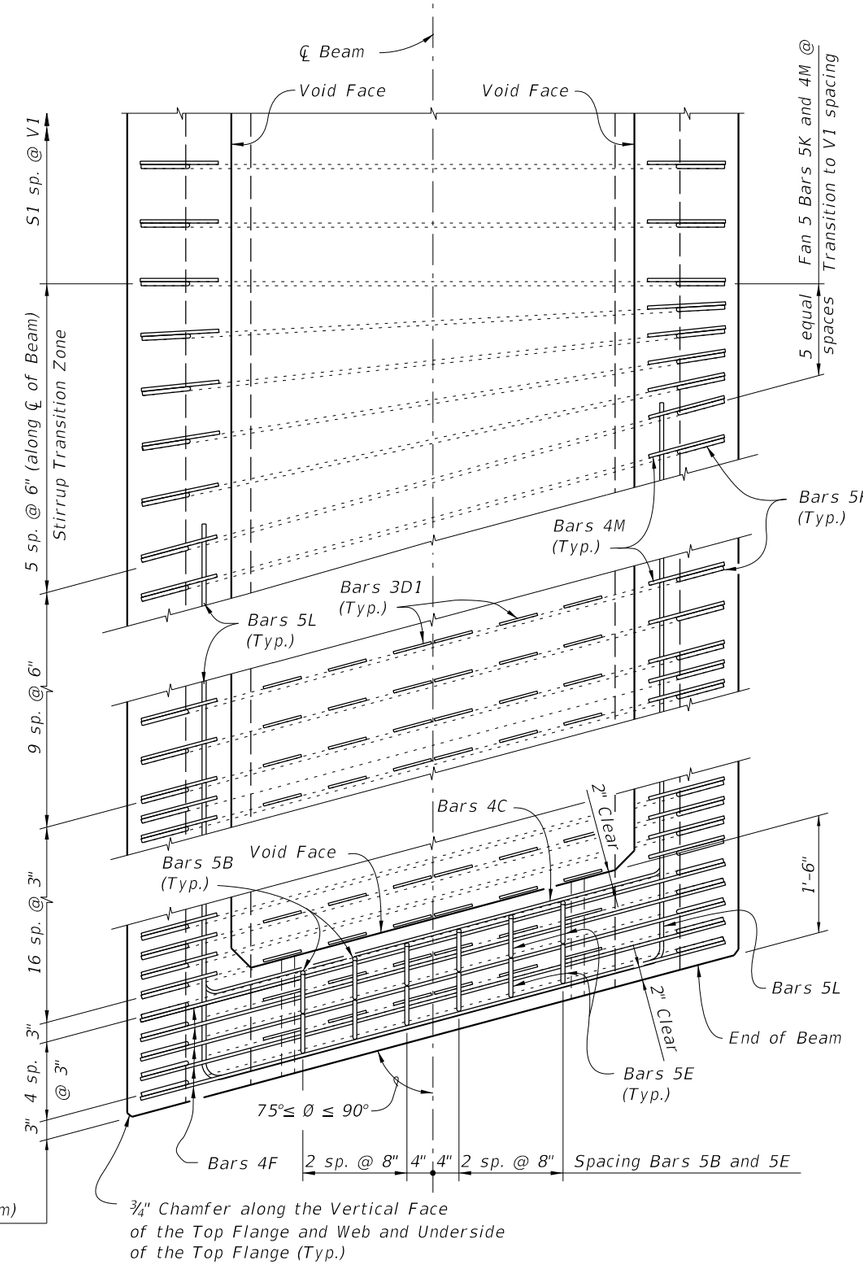
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U 48 BEAM - STANDARD DETAILS	INDEX 450-248	SHEET 1 of 3



END VIEW AT END DIAPHRAGM



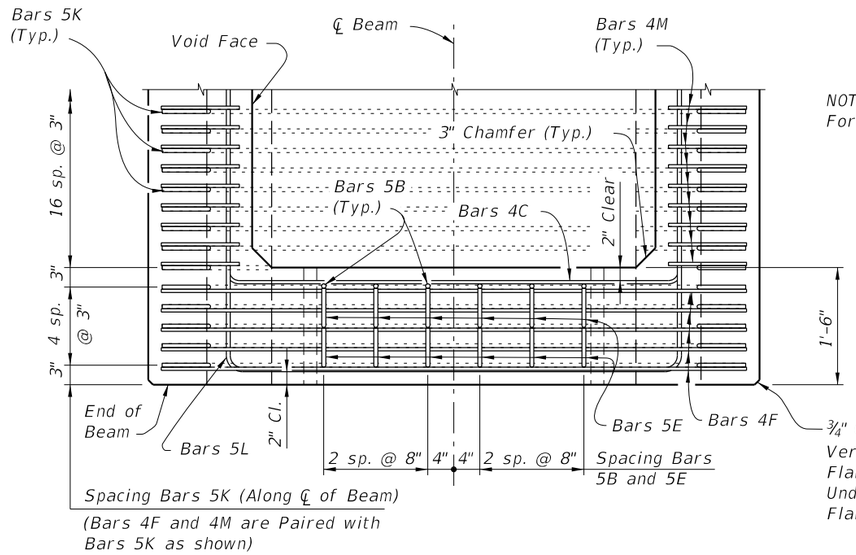
SECTION C-C



Spacing Bars 5K (Along ℄ of Beam)
(Bars 4F and 4M are Paired with Bars 5K as shown)

¾" Chamfer along the Vertical Face of the Top Flange and Web and Underside of the Top Flange (Typ.)

TOP VIEW OF SKEWED END DIAPHRAGM AND STIRRUP TRANSITION ZONE
(Bars 3D2 Not Shown For Clarity)



Spacing Bars 5K (Along ℄ of Beam)
(Bars 4F and 4M are Paired with Bars 5K as shown)

NOTES:
For referenced notes see Index 450-210.

TOP VIEW OF END DIAPHRAGM
(Bars 3D1 And 3D2 Not Shown For Clarity)

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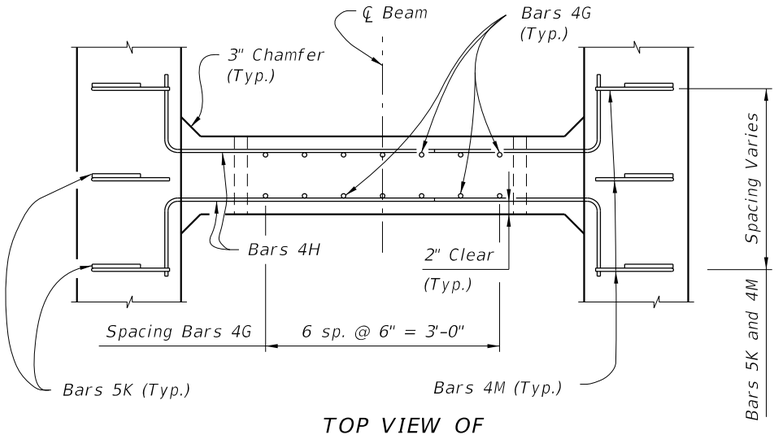
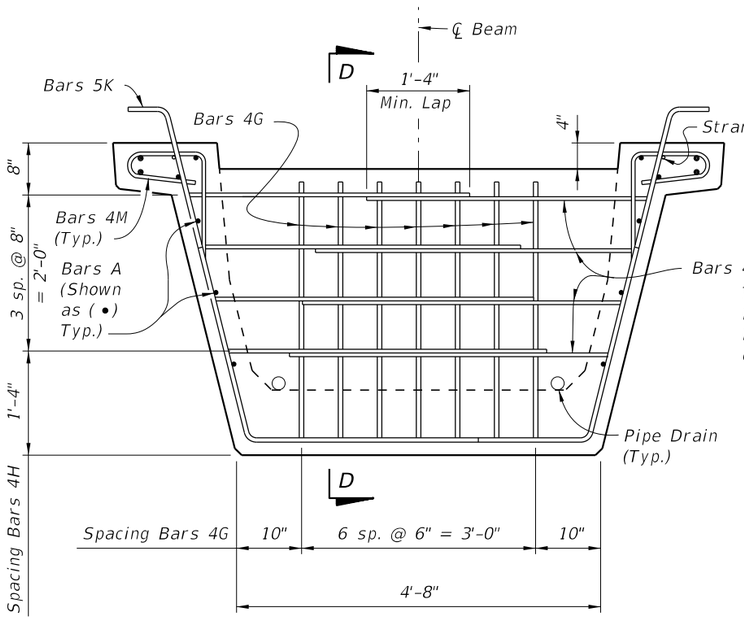
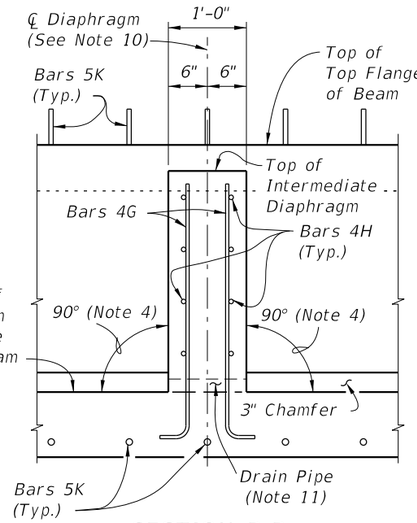
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U 48 BEAM - STANDARD DETAILS	INDEX 450-248	SHEET 2 of 3



TOP VIEW OF INTERMEDIATE DIAPHRAGM



SECTION AT INTERMEDIATE DIAPHRAGM



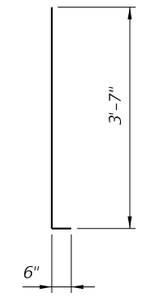
SECTION D-D

NOTES:
For referenced notes see Index 450-210.

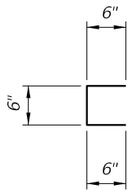
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL
FOR ONE BEAM ONLY

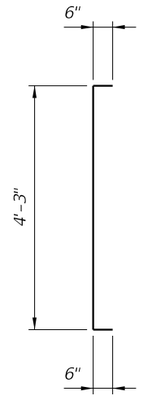
MARK	SIZE	NO. REQD.	LENGTH
A1	6	4	Dim. L - 4"
A2	4	10	Dim. L - 4"
B	5	12	4'-1"
C	4	16	5'-1"
D1	3	156	1'-6"
D2	3	26	4'-6"
E	5	24	5'-3"
F	4	20	6'-2"
G	4	See Table	4'-0"
H	4	See Table	4'-7"
K	5	See Table	8'-0"
L	5	20	14'-0"
M	4	See Table	3'-11"
N	3/8" Ø Strand	2	Dim. L - 3"



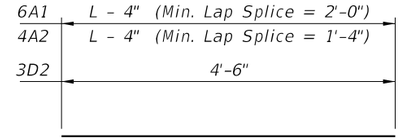
Bars 5B



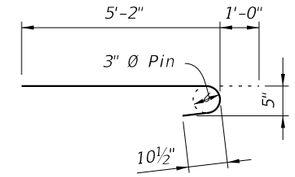
Bars 3D1



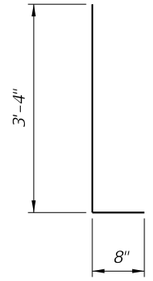
Bars 5E



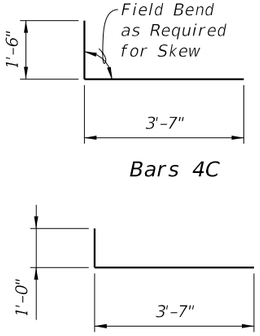
Bars 6A1, 4A2 and 3D2



Bars 4F

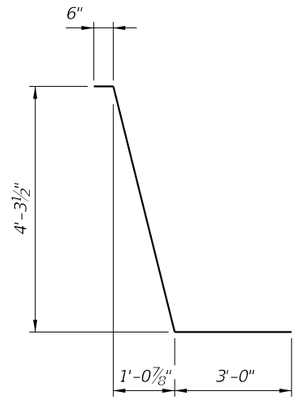


Bars 4G

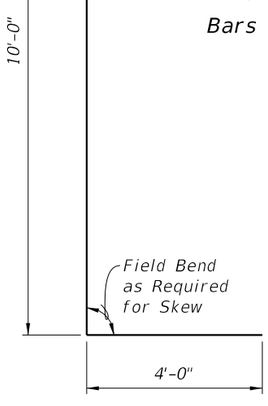


Bars 4C

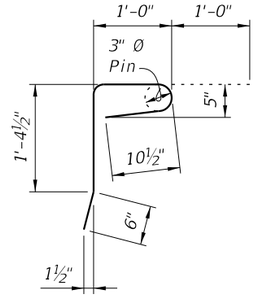
Bars 4H



Bars 5K



Bars 5L



Bars 4M

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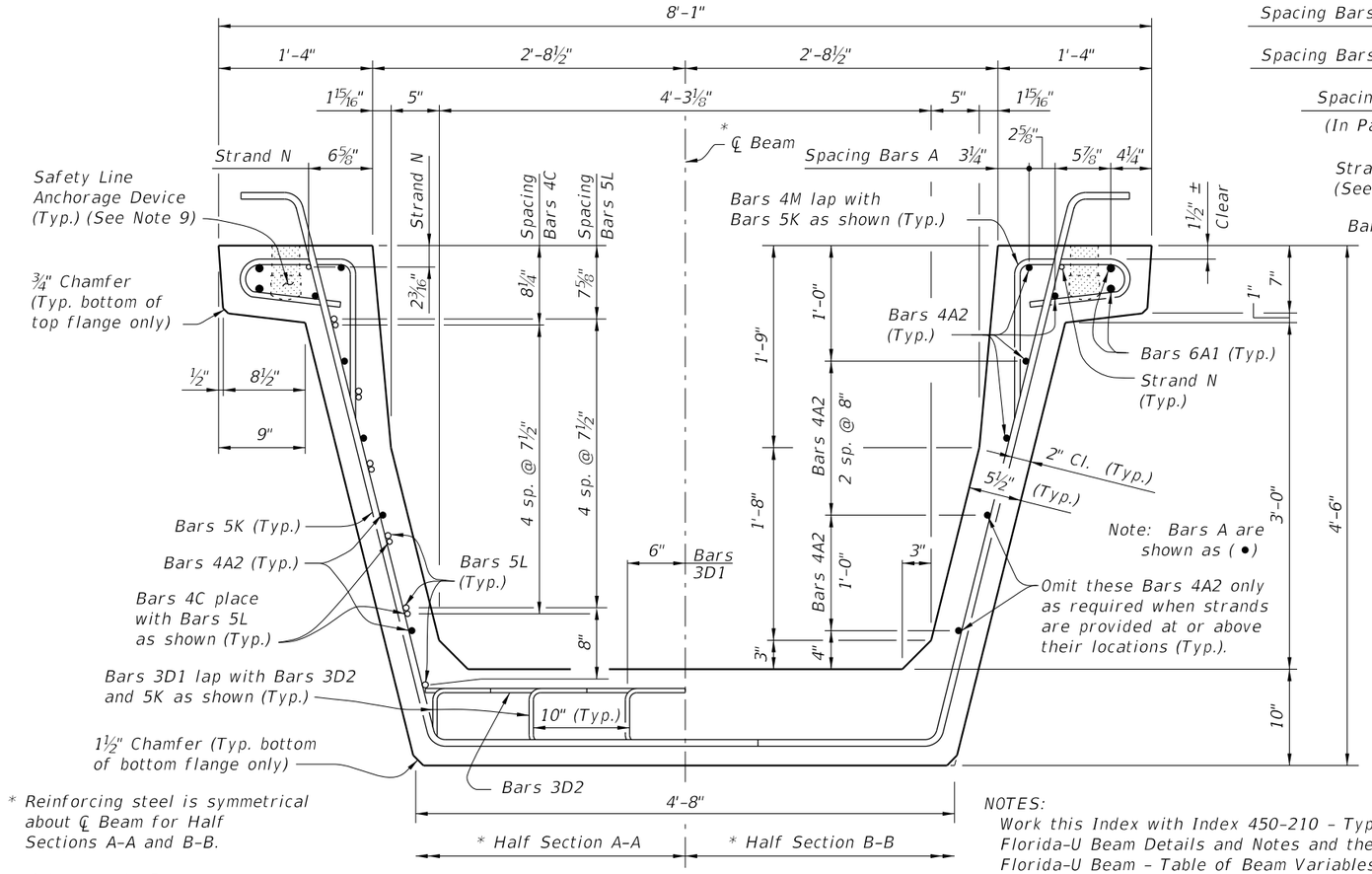
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U 48 BEAM - STANDARD DETAILS	INDEX 450-248	SHEET 3 of 3



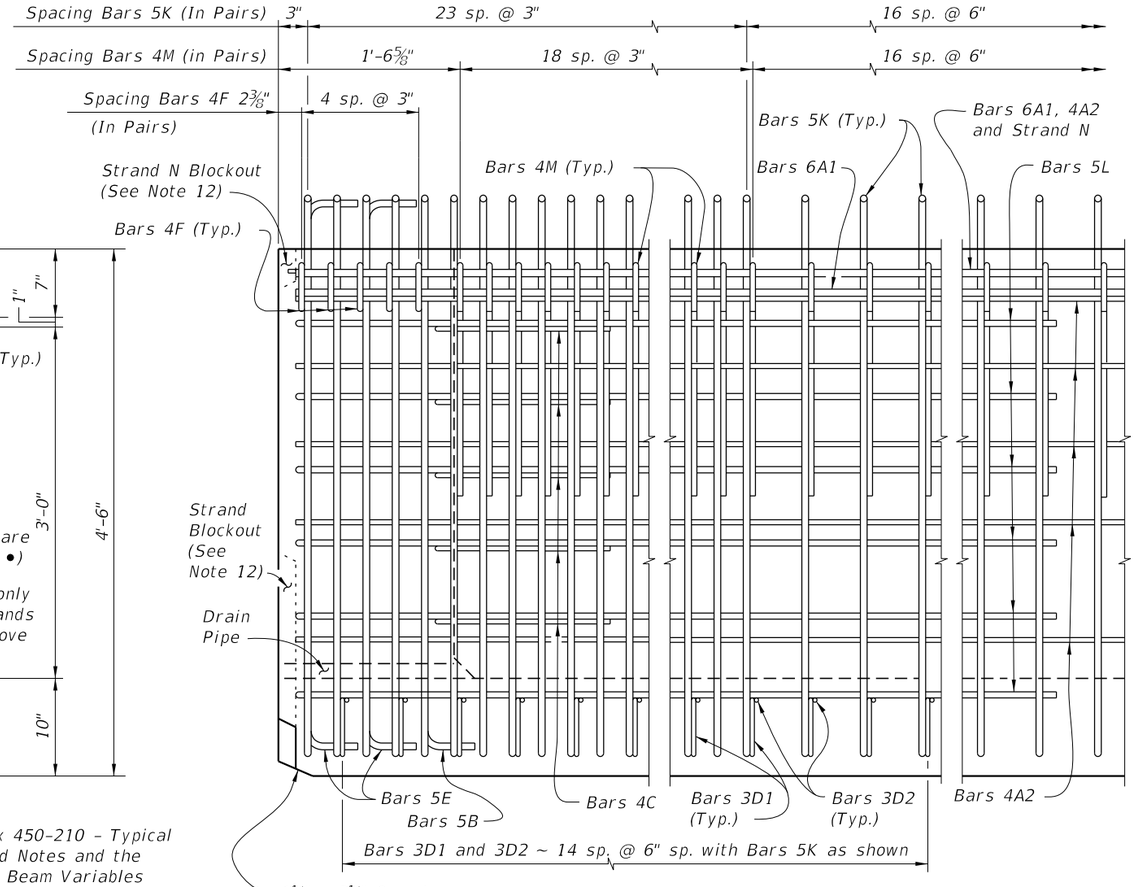
* Reinforcing steel is symmetrical about ℄ Beam for Half Sections A-A and B-B.

** Intermediate Diaphragms shall be provided:
(1) - At midspan.
(2) - At 20'-0" Max. from midspan when beam length (L) exceeds 60 Ft.

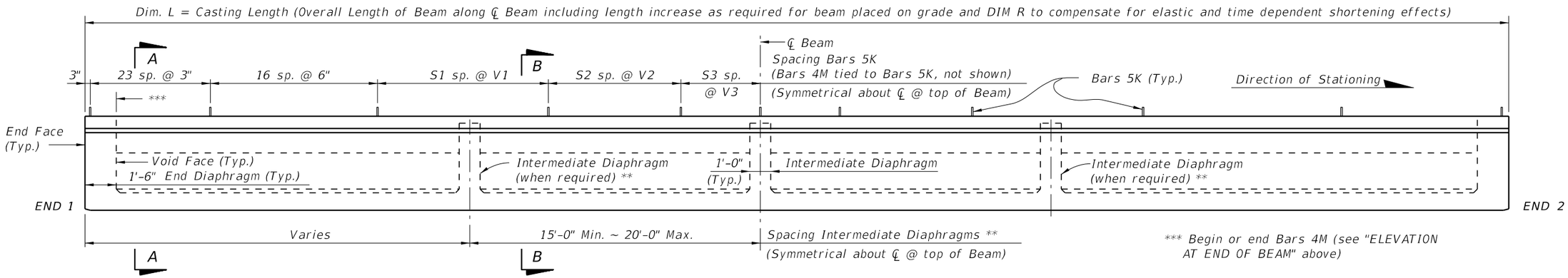
TYPICAL SECTION

NOTES:
Work this Index with Index 450-210 - Typical Florida-U Beam Details and Notes and the Florida-U Beam - Table of Beam Variables in Structures Plans.

For referenced notes see Index 450-210.



ELEVATION AT END OF BEAM



*** Begin or end Bars 4M (see "ELEVATION AT END OF BEAM" above)

ELEVATION

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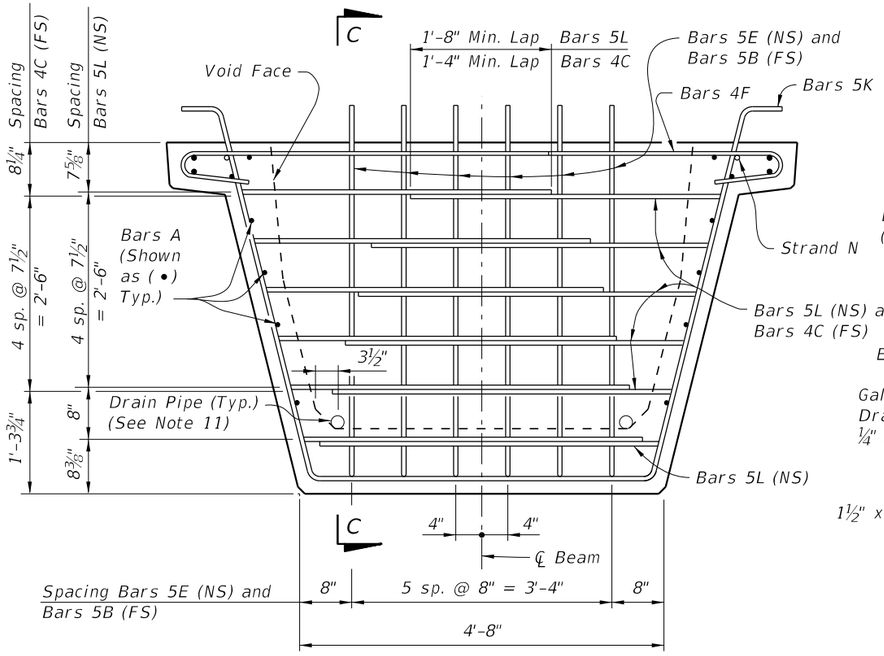
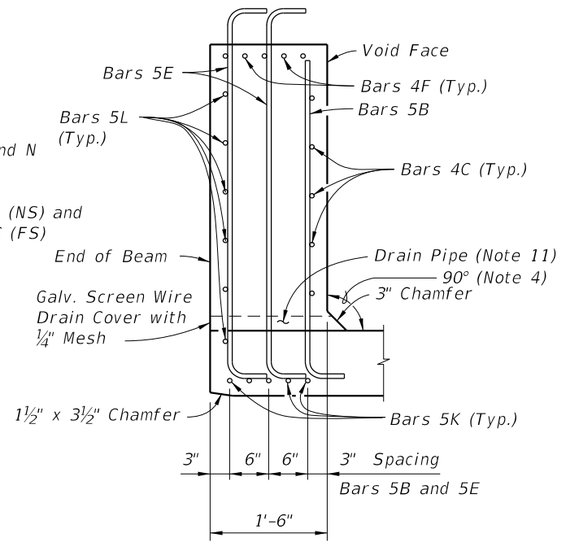
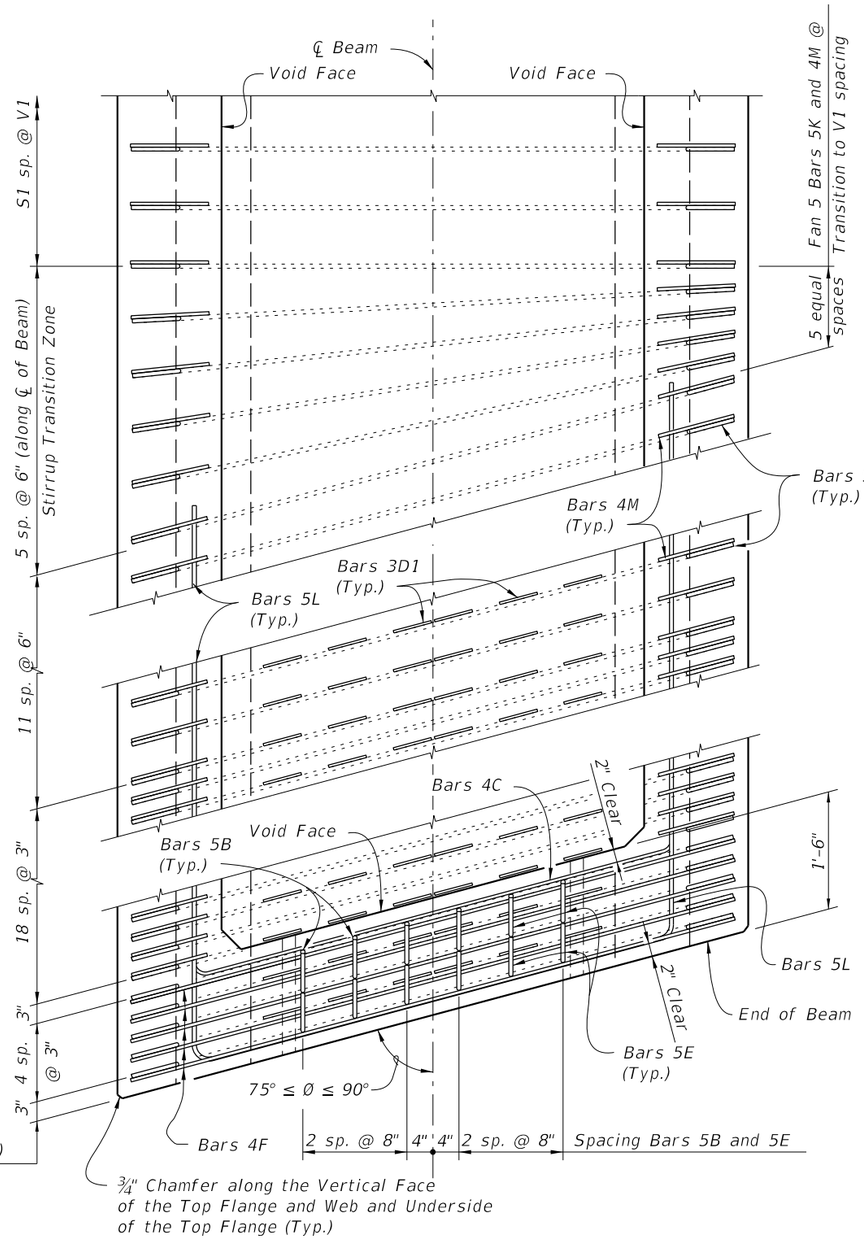
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U 54 BEAM - STANDARD DETAILS	INDEX	SHEET
11/01/16					450-254	1 of 3



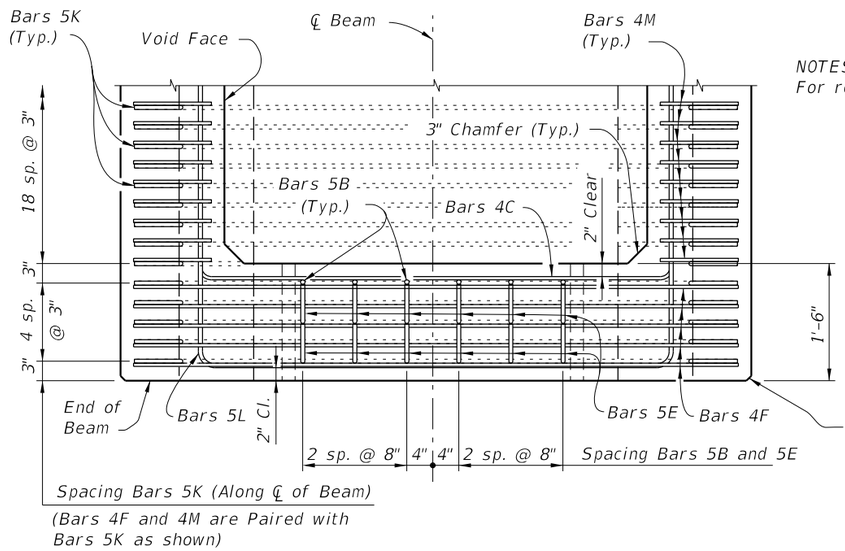
END VIEW AT END DIAPHRAGM



SECTION C-C



TOP VIEW OF SKEWED END DIAPHRAGM
AND STIRRUP TRANSITION ZONE
(Bars 3D2 Not Shown For Clarity)



TOP VIEW OF END DIAPHRAGM
(Bars 3D1 And 3D2 Not Shown For Clarity)

NOTES:
For referenced notes see Index 450-210.

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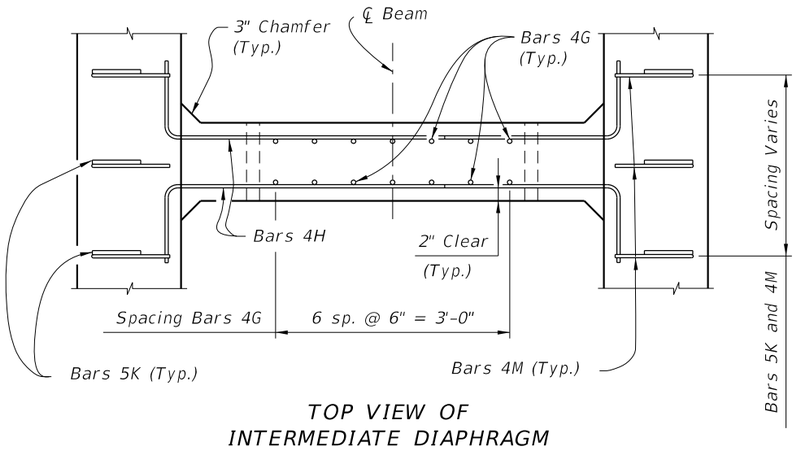
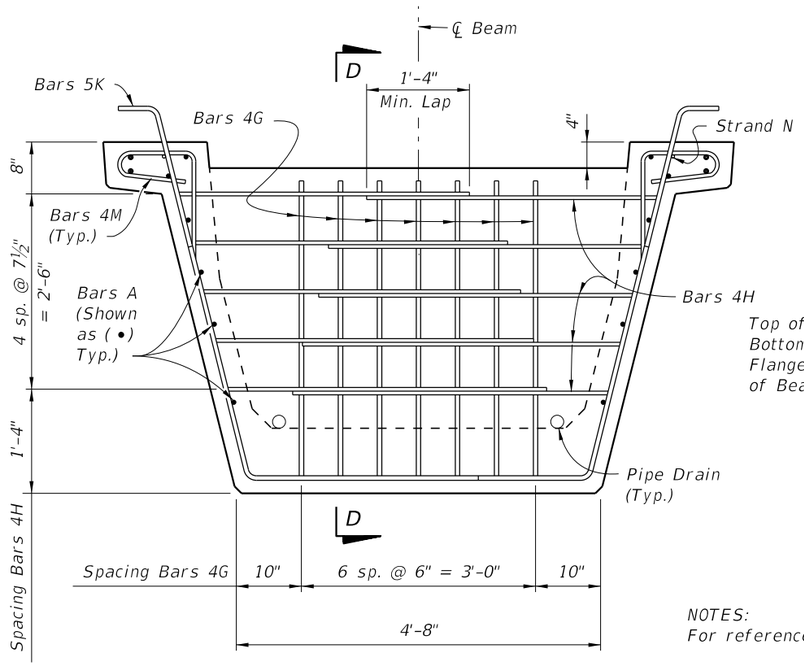
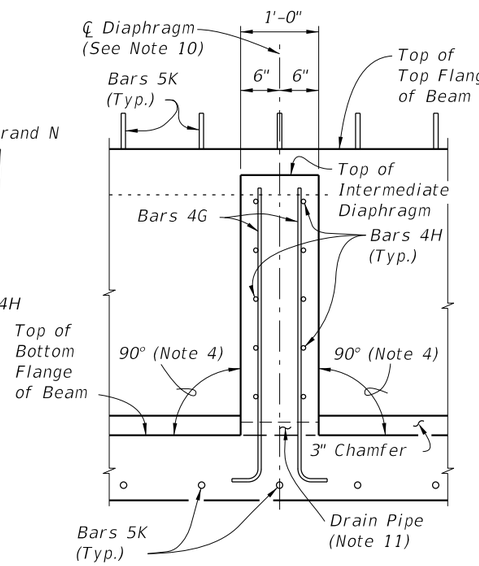
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U 54 BEAM - STANDARD DETAILS	INDEX 450-254	SHEET 2 of 3



TOP VIEW OF INTERMEDIATE DIAPHRAGM



SECTION AT INTERMEDIATE DIAPHRAGM



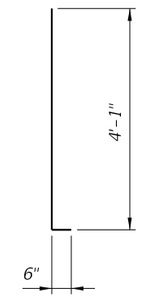
SECTION D-D

NOTES:
For referenced note see Index 450-210.

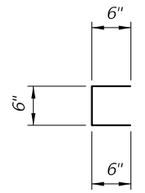
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL FOR ONE BEAM ONLY

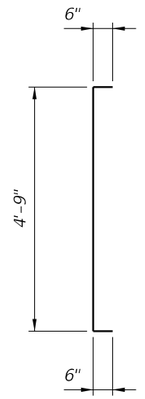
MARK	SIZE	NO. REQD.	LENGTH
A1	6	4	Dim. L – 4"
A2	4	12	Dim. L – 4"
B	5	12	4'-7"
C	4	20	5'-3"
D1	3	180	1'-6"
D2	3	30	4'-6"
E	5	24	5'-9"
F	4	20	6'-4"
G	4	See Table	4'-6"
H	4	See Table	4'-9"
K	5	See Table	8'-6"
L	5	24	16'-2"
M	4	See Table	3'-11"
N	⅜" Ø Strand	2	Dim. L – 3"



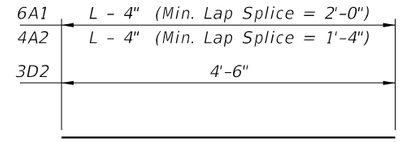
Bars 5B



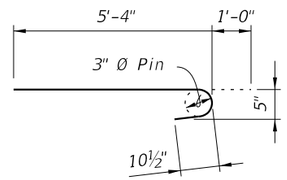
Bars 3D1



Bars 5E

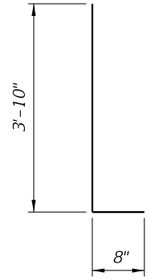


Bars 6A1, 4A2 and 3D2

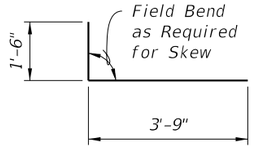


Bars 4F

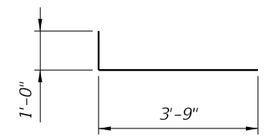
Bars 5L



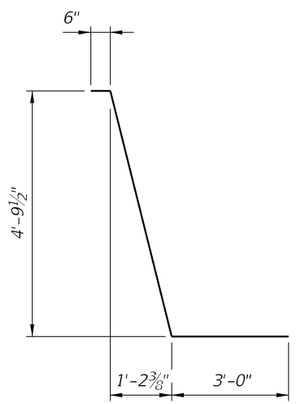
Bars 4G



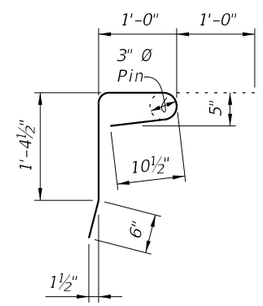
Bars 4C



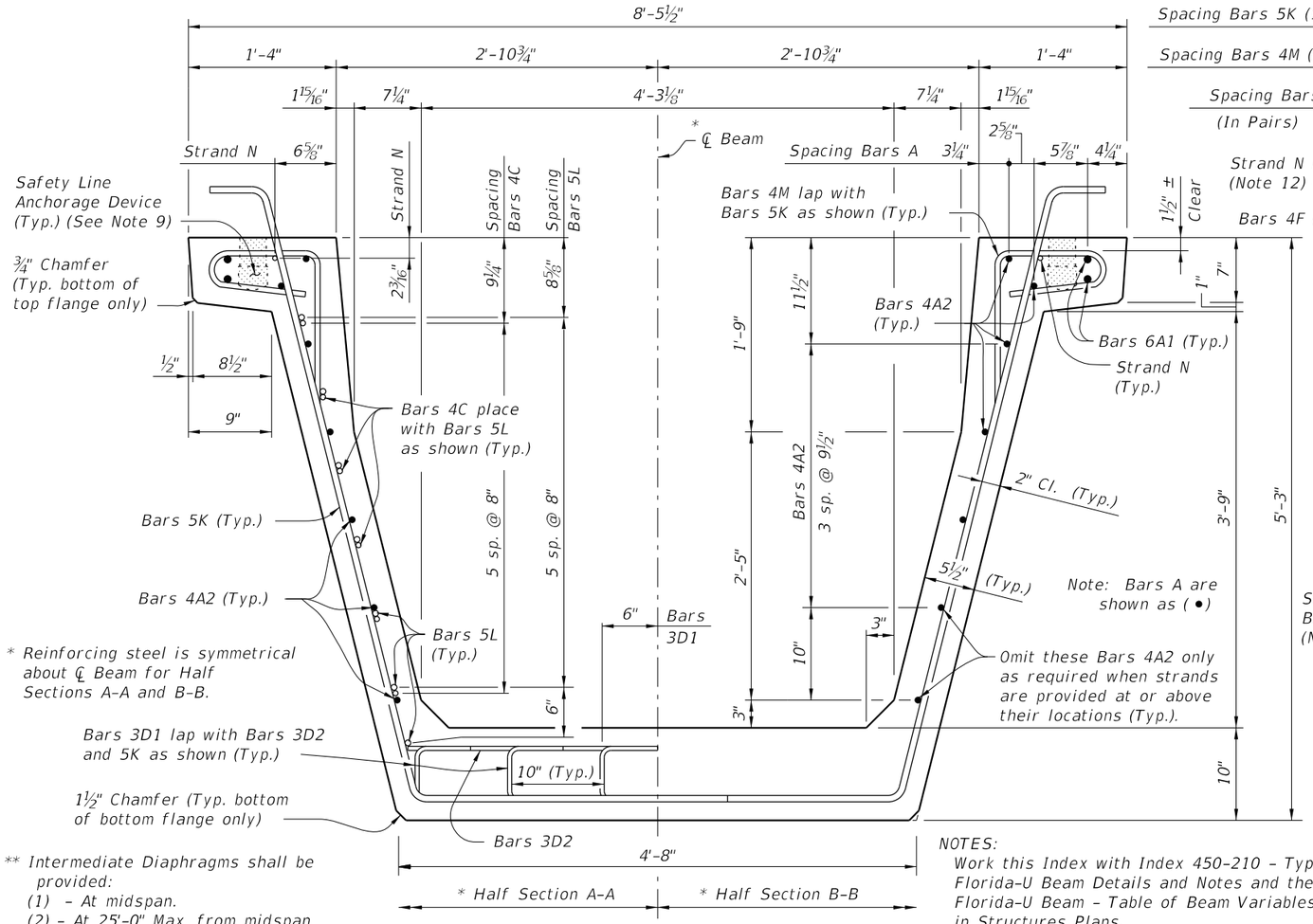
Bars 4H



Bars 5K



Bars 4M



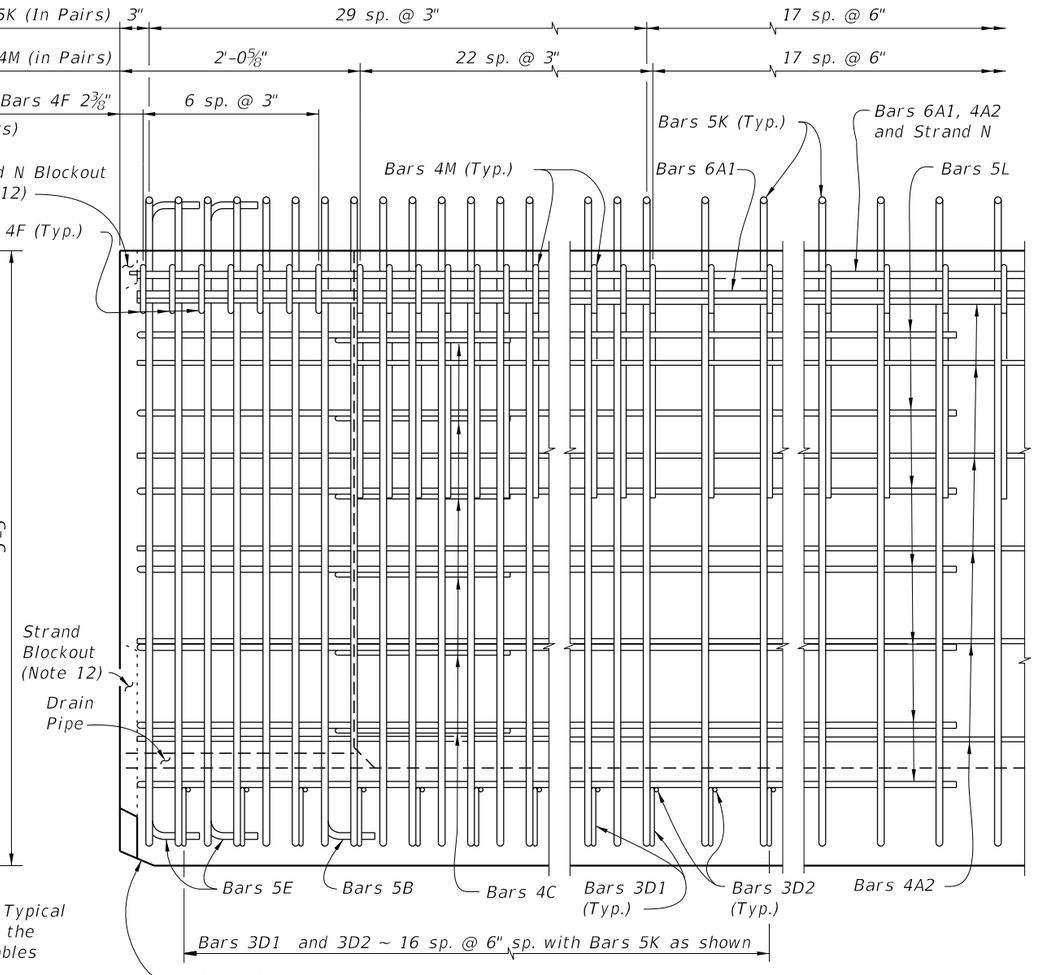
* Reinforcing steel is symmetrical about ℄ Beam for Half Sections A-A and B-B.

** Intermediate Diaphragms shall be provided:
(1) - At midspan.
(2) - At 25'-0" Max. from midspan when beam length (L) exceeds 70 Ft.

TYPICAL SECTION

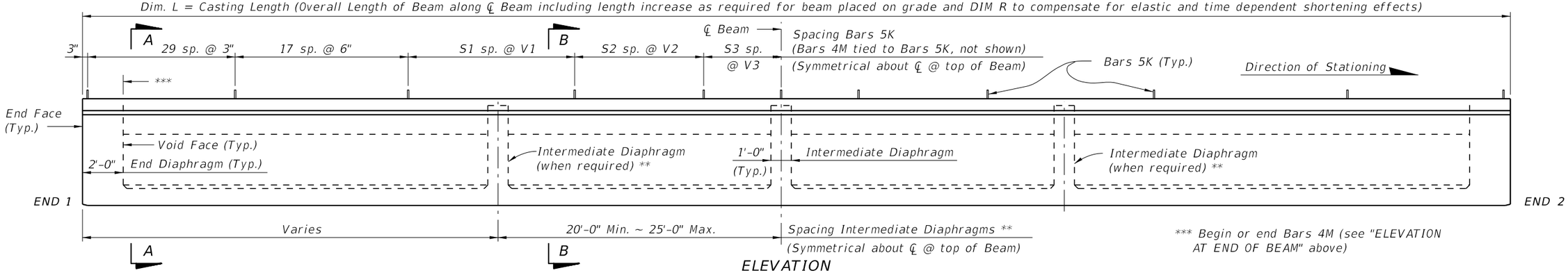
NOTES:
Work this Index with Index 450-210 - Typical Florida-U Beam Details and Notes and the Florida-U Beam - Table of Beam Variables in Structures Plans.

For referenced notes see Index 450-210.



ELEVATION AT END OF BEAM

Dim. L = Casting Length (Overall Length of Beam along ℄ Beam including length increase as required for beam placed on grade and DIM R to compensate for elastic and time dependent shortening effects)



ELEVATION

*** Begin or end Bars 4M (see "ELEVATION AT END OF BEAM" above)

LAST REVISION	REVISION	DESCRIPTION:				
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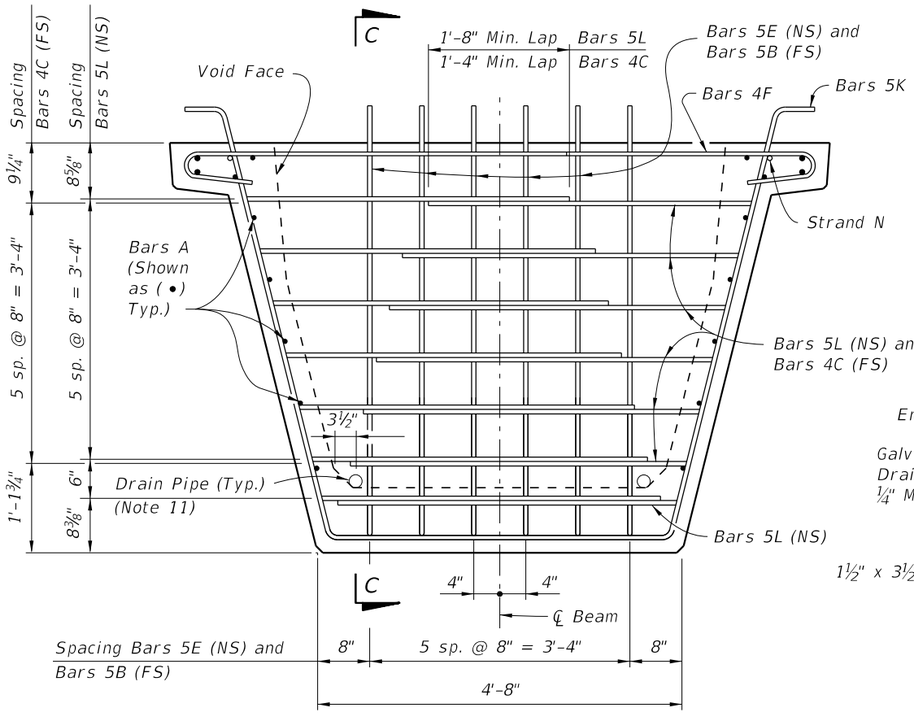
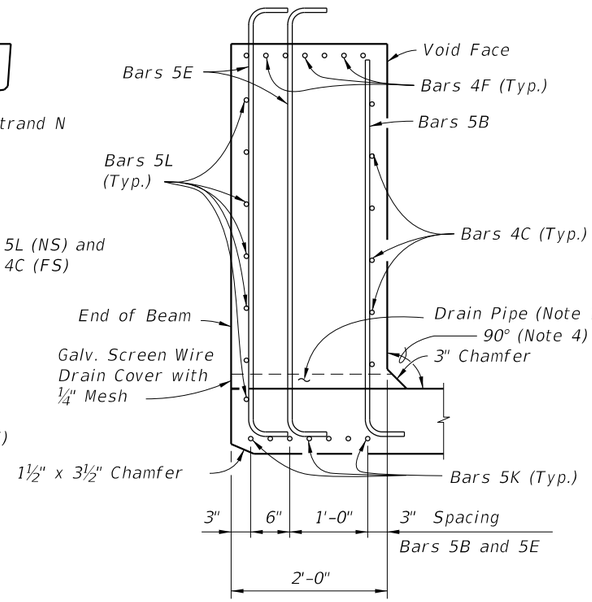
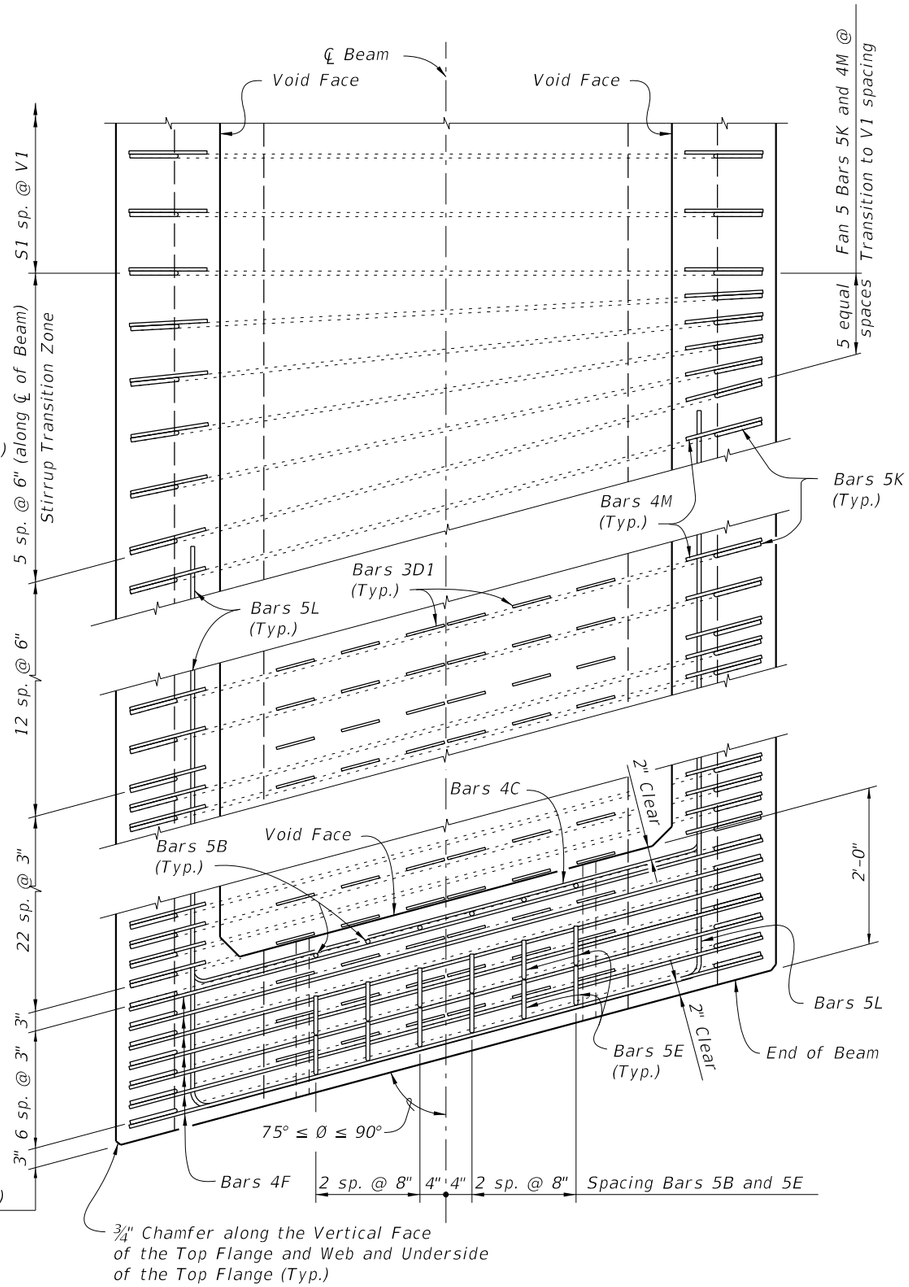


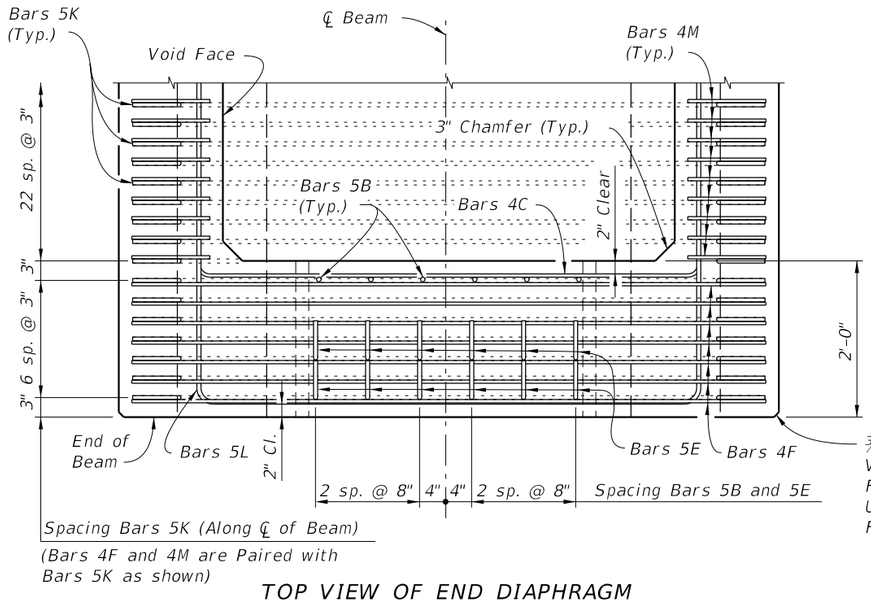
END VIEW AT END DIAPHRAGM



SECTION C-C



TOP VIEW OF SKEWED END DIAPHRAGM
AND STIRRUP TRANSITION ZONE
(Bars 3D2 Not Shown For Clarity)



TOP VIEW OF END DIAPHRAGM
(Bars 3D1 And 3D2 Not Shown For Clarity)

NOTES:
For referenced note see Index 450-210.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	FLORIDA-U 63 BEAM - STANDARD DETAILS	INDEX	SHEET
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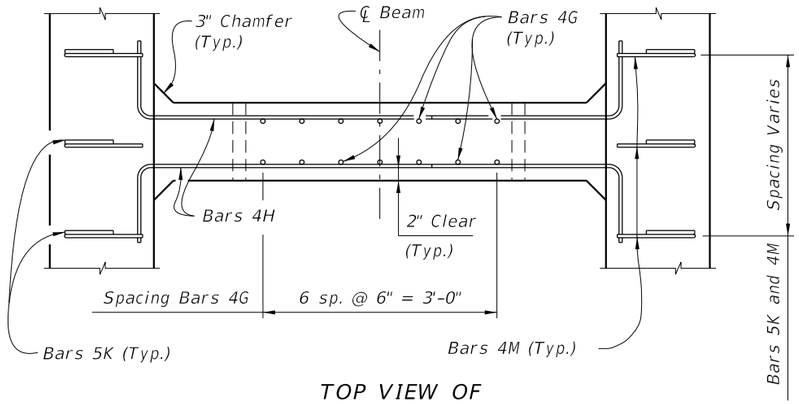
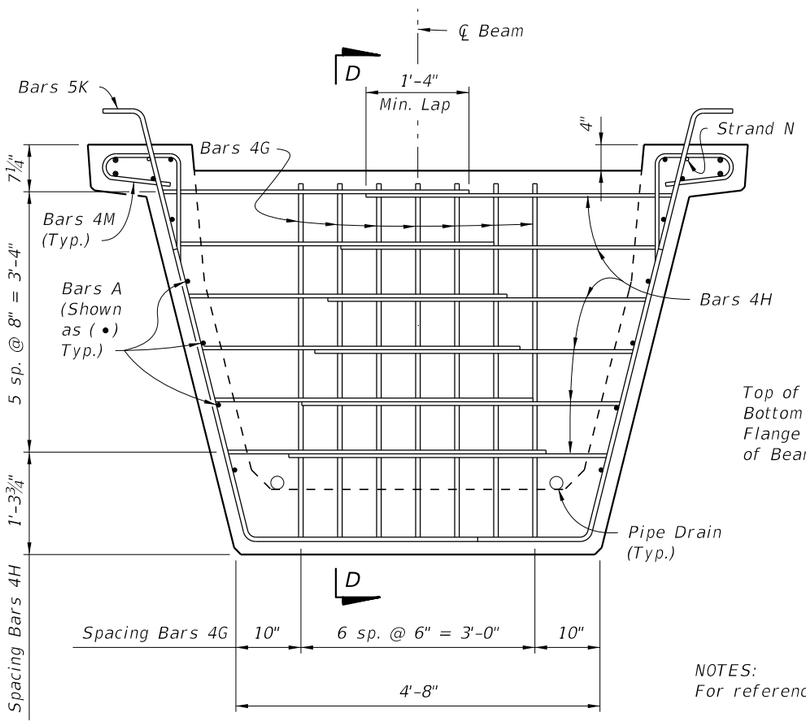
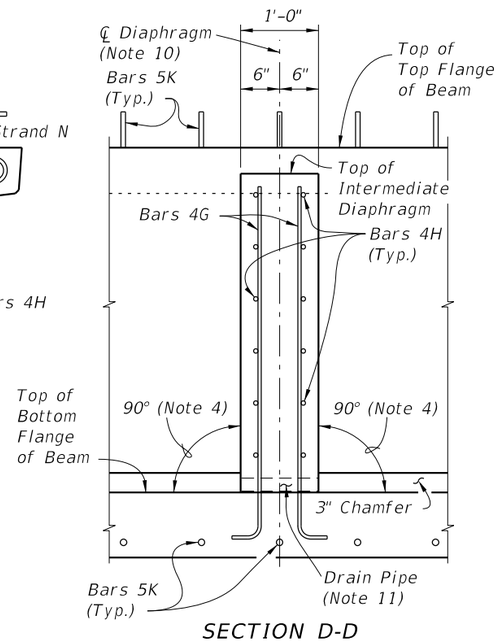


TOP VIEW OF INTERMEDIATE DIAPHRAGM



SECTION AT INTERMEDIATE DIAPHRAGM



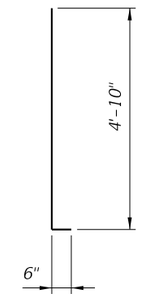
SECTION D-D

NOTES:
For referenced notes see Index 450-210.

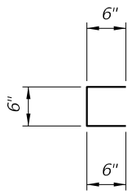
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL FOR ONE BEAM ONLY

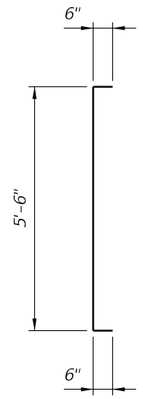
MARK	SIZE	NO. REQD.	LENGTH
A1	6	4	Dim. L – 4"
A2	4	12	Dim. L – 4"
B	5	12	5'-4"
C	4	24	5'-5"
D1	3	204	1'-6"
D2	3	34	4'-6"
E	5	24	6'-6"
F	4	28	6'-6"
G	4	See Table	5'-3"
H	4	See Table	4'-11"
K	5	See Table	9'-2½"
L	5	28	17'-8"
M	4	See Table	3'-11"
N	⅜" Ø Strand	2	Dim. L – 3"



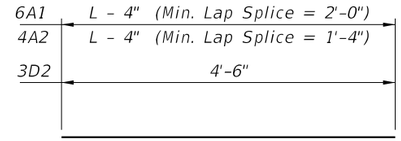
Bars 5B



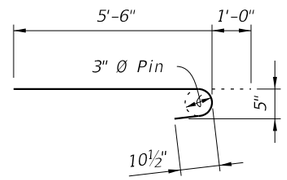
Bars 3D1



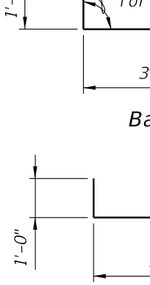
Bars 5E



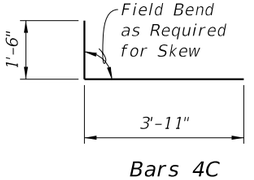
Bars 6A1, 4A2 and 3D2



Bars 4F

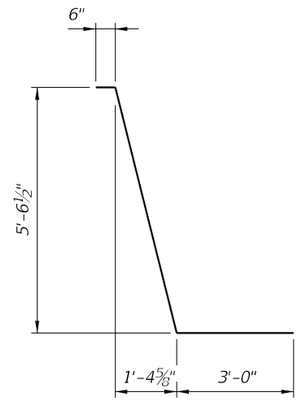


Bars 4G

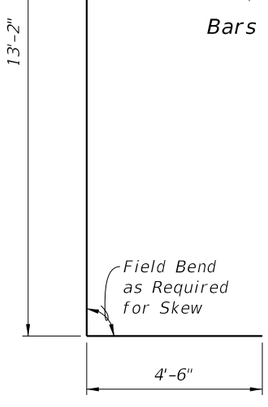


Bars 4C

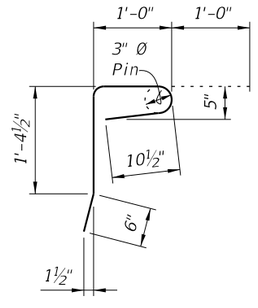
Bars 4H



Bars 5K



Bars 5L



Bars 4M

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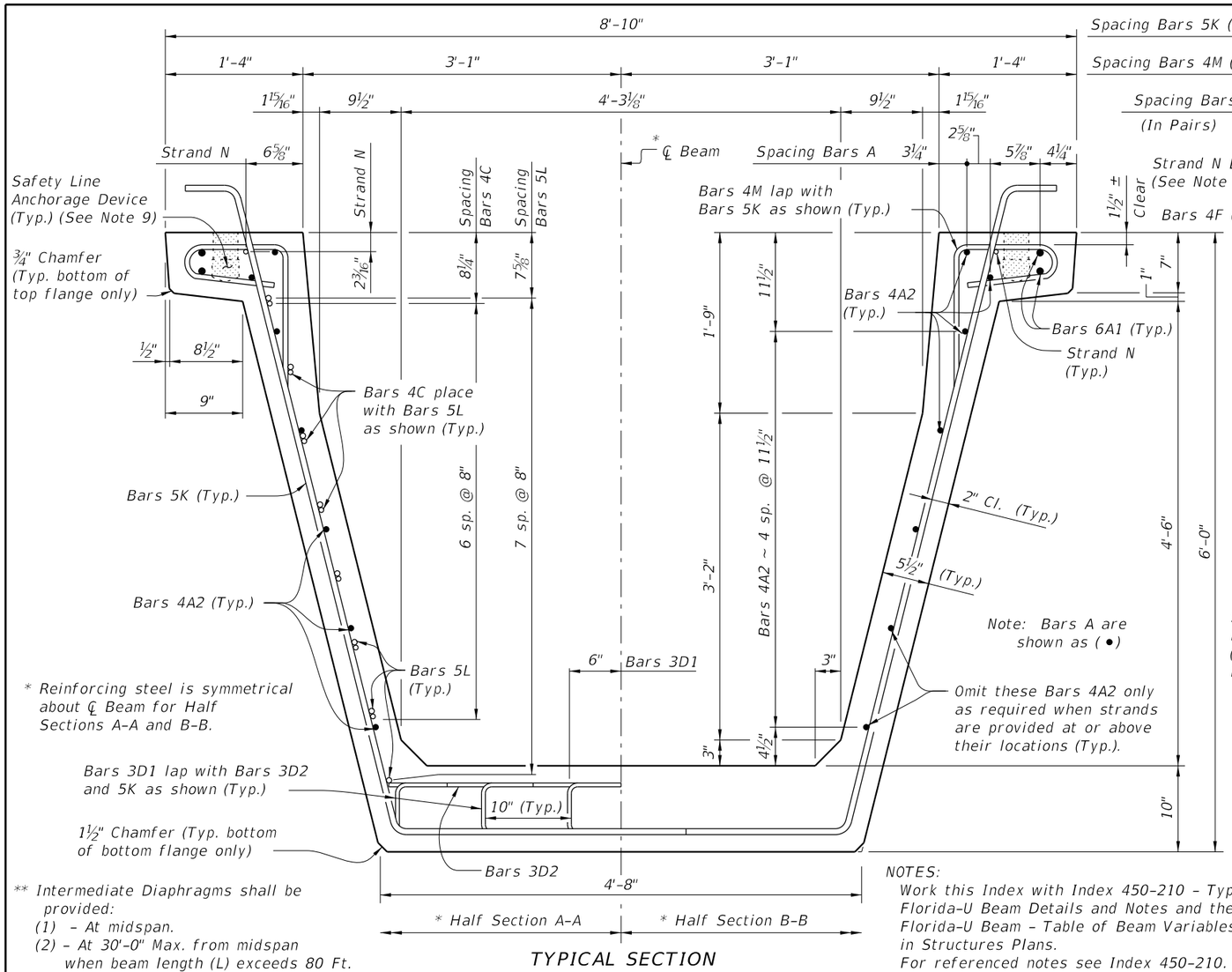
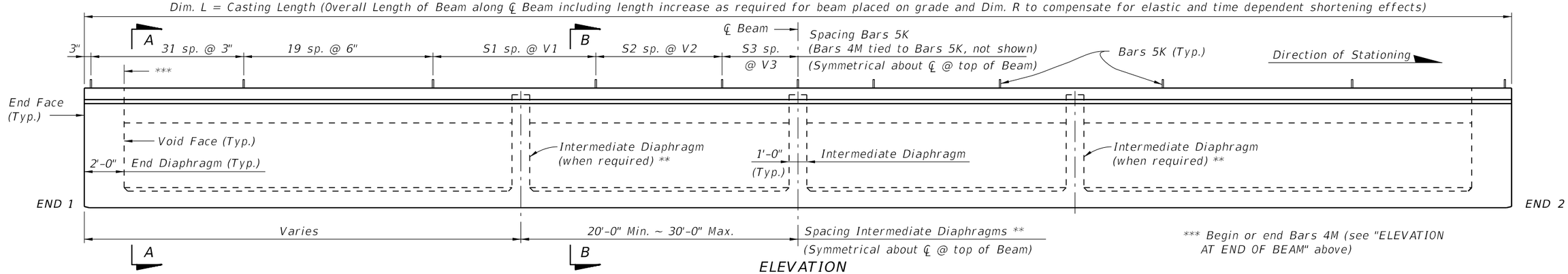
LAST REVISION	REVISION	DESCRIPTION:			
11/01/16			FY 2020-21 STANDARD PLANS	FLORIDA-U 63 BEAM - STANDARD DETAILS	INDEX 450-263 / SHEET 3 of 3



Dim. L = Casting Length (Overall Length of Beam along ℄ Beam including length increase as required for beam placed on grade and Dim. R to compensate for elastic and time dependent shortening effects)



LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT	FY 2020-21 STANDARD PLANS	FLORIDA-U 72 BEAM - STANDARD DETAILS	INDEX 450-272 / SHEET 1 of 3

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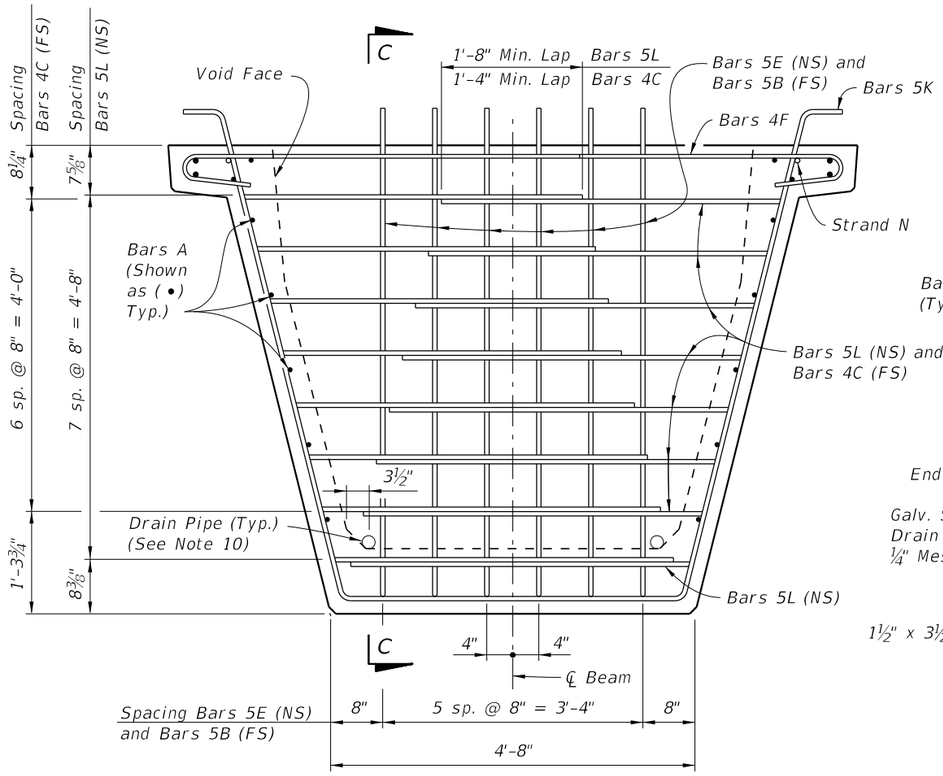
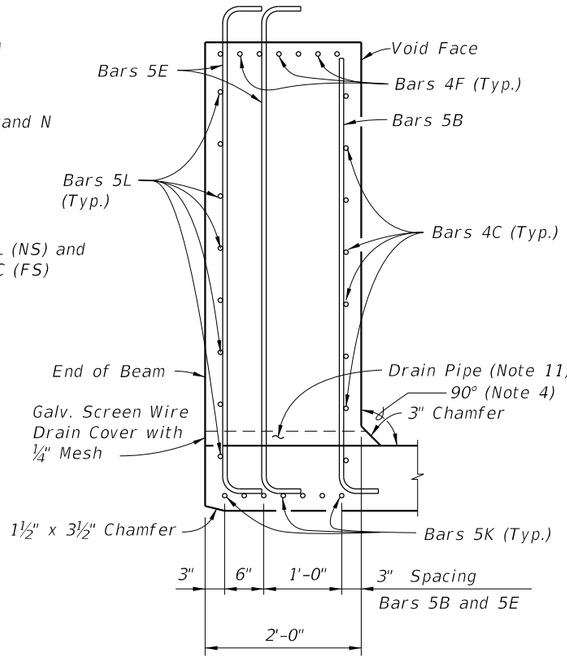
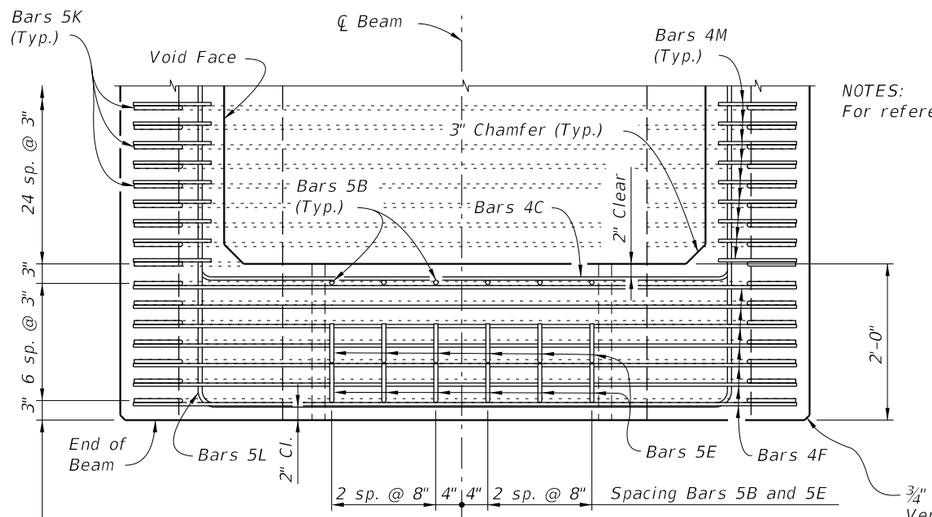


END VIEW AT END DIAPHRAGM



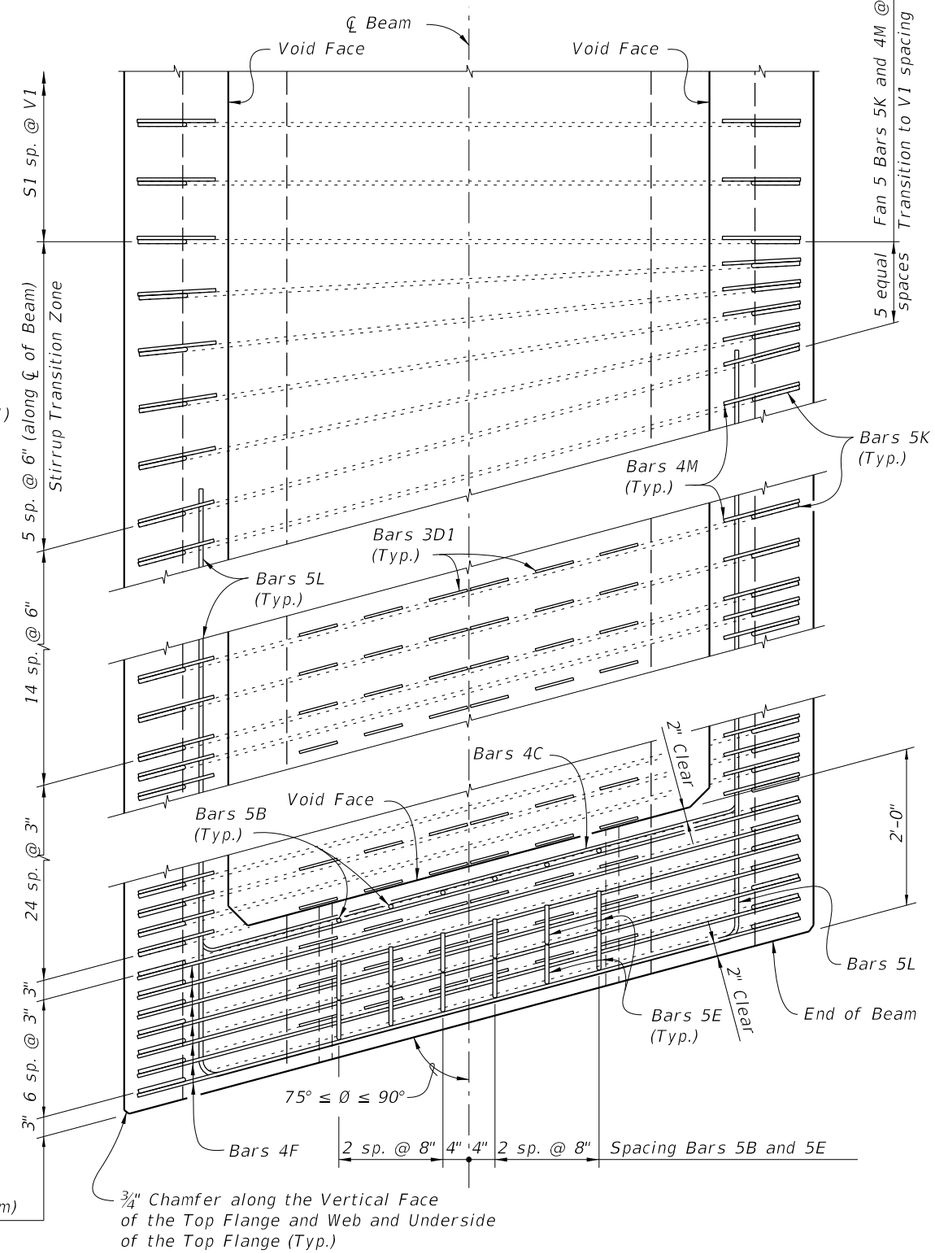
SECTION C-C



NOTES:
For referenced notes see Index 450-210.

¾" Chamfer along the Vertical Face of the Top Flange and Web and Underside of the Top Flange (Typ.)

TOP VIEW OF END DIAPHRAGM
(Bars 3D1 And 3D2 Not Shown For Clarity)



¾" Chamfer along the Vertical Face of the Top Flange and Web and Underside of the Top Flange (Typ.)

TOP VIEW OF SKEWED END DIAPHRAGM
AND STIRRUP TRANSITION ZONE
(Bars 3D2 Not Shown For Clarity)

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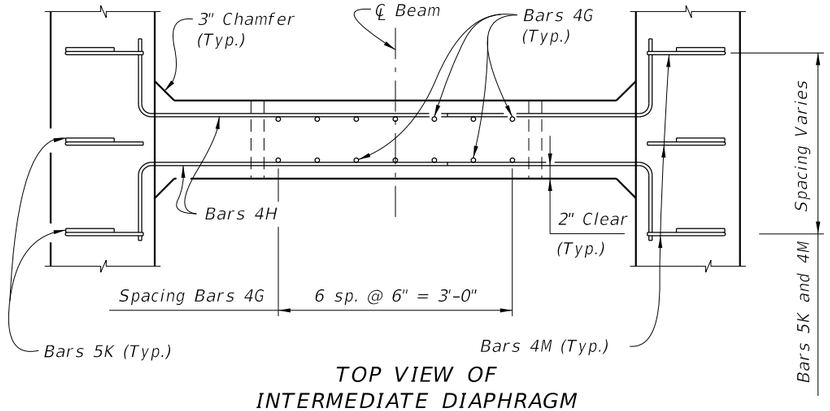
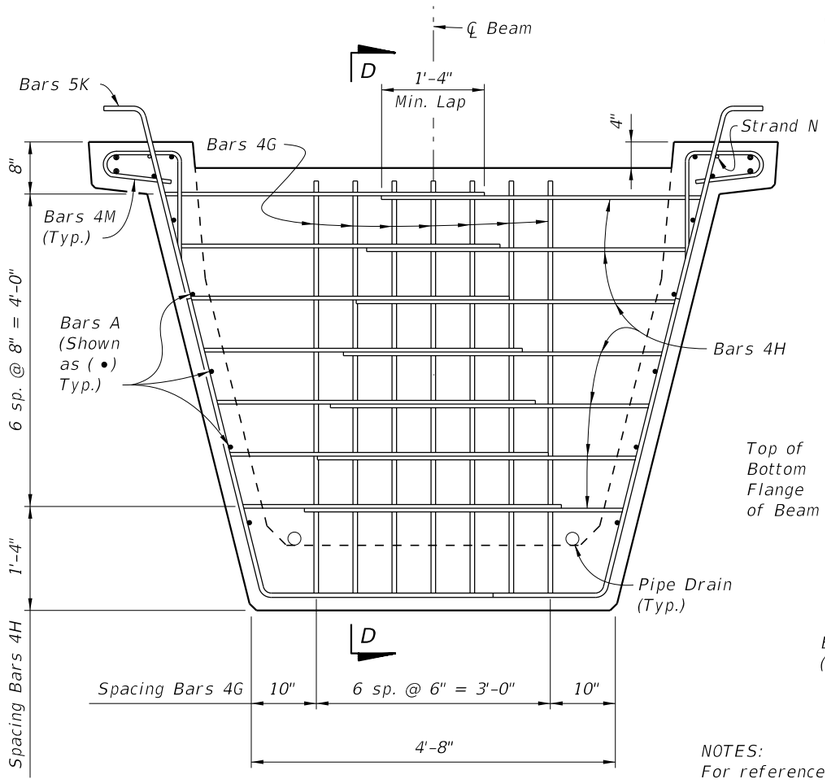
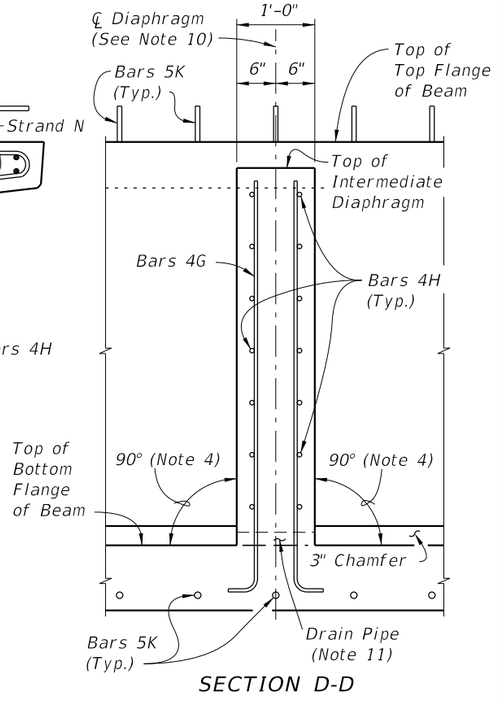
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U 72 BEAM - STANDARD DETAILS	INDEX	SHEET
11/01/16					450-272	2 of 3



TOP VIEW OF INTERMEDIATE DIAPHRAGM





SECTION D-D

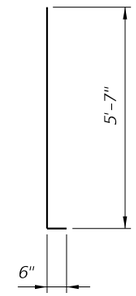
SECTION AT INTERMEDIATE DIAPHRAGM

NOTES:
For referenced notes see Index 450-210.

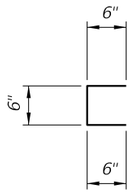
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL FOR ONE BEAM ONLY

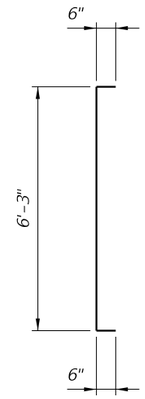
MARK	SIZE	NO. REQD.	LENGTH
A1	6	4	Dim. L - 4"
A2	4	14	Dim. L - 4"
B	5	12	6'-1"
C	4	28	5'-7"
D1	3	228	1'-6"
D2	3	38	4'-6"
E	5	24	7'-3"
F	4	28	6'-9"
G	4	See Table	6'-0"
H	4	See Table	5'-1"
K	5	See Table	10'-0"
L	5	32	19'-6"
M	4	See Table	3'-11"
N	3/8" Ø Strand	2	Dim. L - 3"



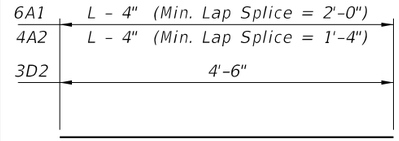
Bars 5B



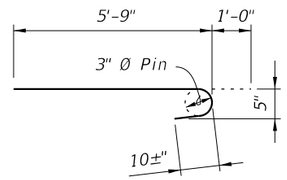
Bars 3D1



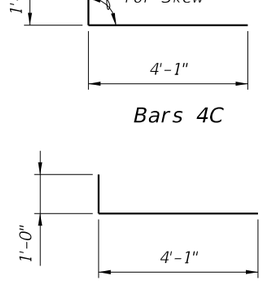
Bars 5E



Bars 6A1, 4A2 and 3D2



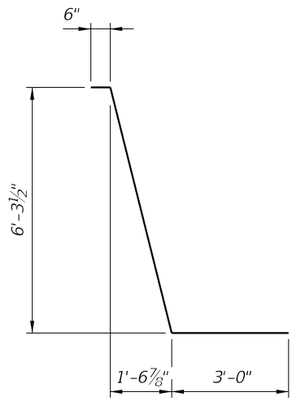
Bars 4F



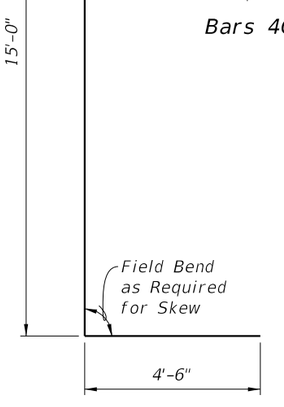
Bars 4G

Bars 4C

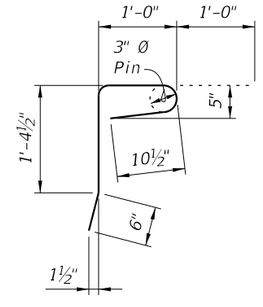
Bars 4H



Bars 5K



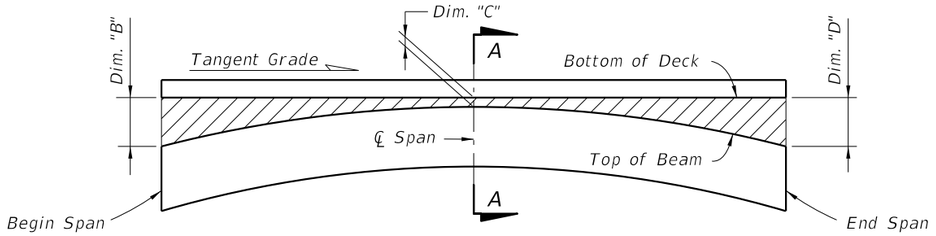
Bars 5L



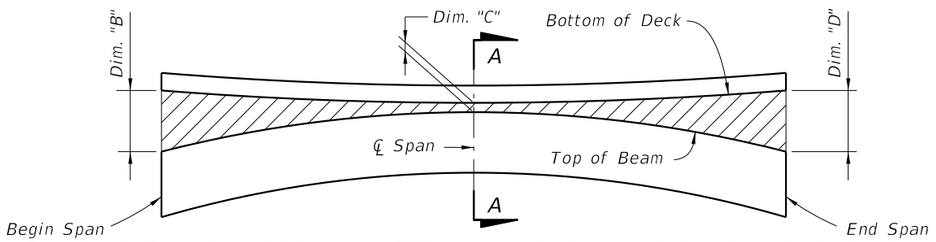
Bars 4M

11/18/2019 4:06:47 PM

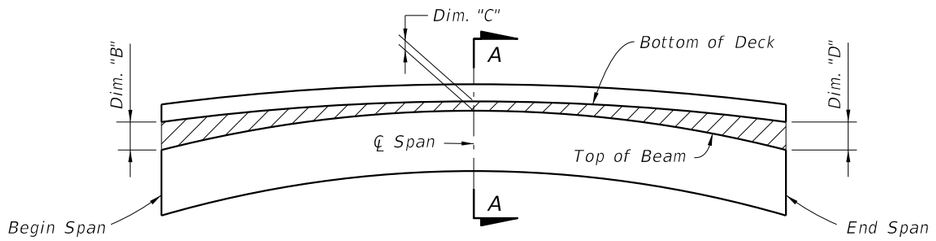
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U 72 BEAM - STANDARD DETAILS	INDEX 450-272	SHEET 3 of 3



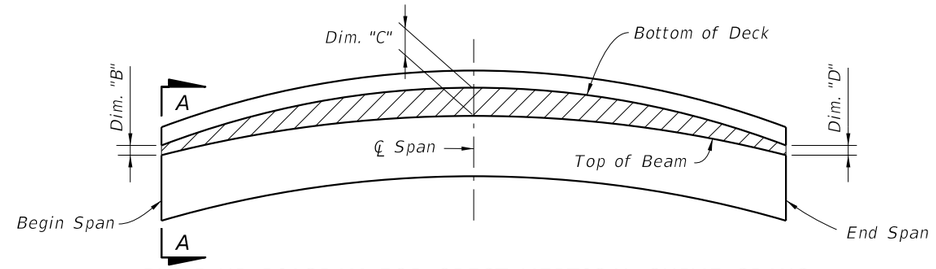
BUILD-UP DIAGRAM FOR TANGENT SPANS
(ALONG ℄ FLANGE) (CASE 1)



BUILD-UP DIAGRAM FOR SAG VERTICAL CURVE & HORIZONTAL CURVE SPANS
(ALONG ℄ FLANGE) (CASE 2)



BUILD-UP DIAGRAM FOR CREST VERTICAL CURVE SPANS
- CONTROL AT ℄ SPAN
(ALONG ℄ FLANGE) (CASE 3)

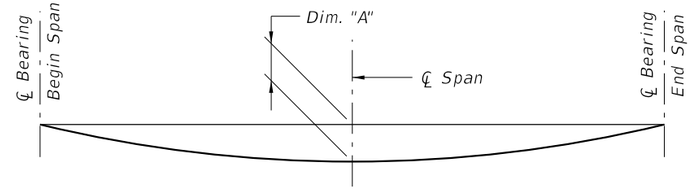


BUILD-UP DIAGRAM FOR CREST VERTICAL CURVE SPANS
- CONTROL AT BEGIN OR END SPAN
(ALONG ℄ FLANGE) (CASE 4)

BEAM CAMBER AND BUILD-UP NOTES:

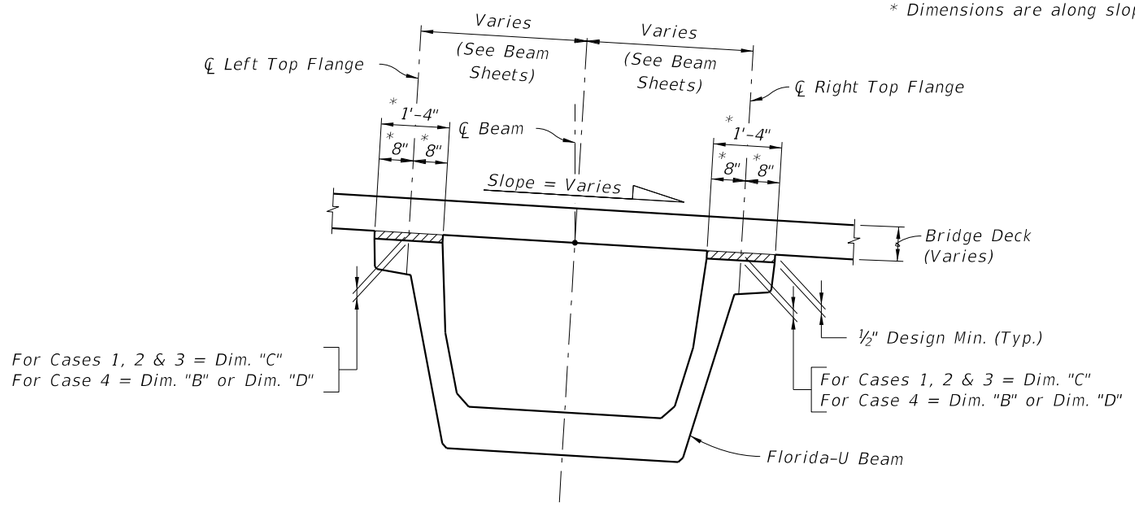
The build-up values given in the Data Table* are based on theoretical beam cambers. The Contractor shall monitor beam cambers for the purpose of predicting camber values at the time of the deck pour. If the predicted cambers based on field measurements differ more than +/- ½" from the theoretical "Net Beam Camber @ 120 Days" shown in the Data Table*, obtain approval from the Engineer to modify the build-up dimensions as required. When the measured beam cambers create a conflict with the bottom mat of deck steel, notify the Engineer a minimum of 21 days prior to casting.

Dim. "A" includes the weight of the Stay-In-Place Formwork.



DEAD LOAD DEFLECTION DIAGRAM
(ALONG ℄ BEAM)

* Dimensions are along slope.



SECTION A-A
BUILD-UP OVER BEAMS
(LOOKING AHEAD STATION)

* NOTE:
Work this Index with the Build-up and Deflection Data Table for Florida-U Beams in Structures Plans.

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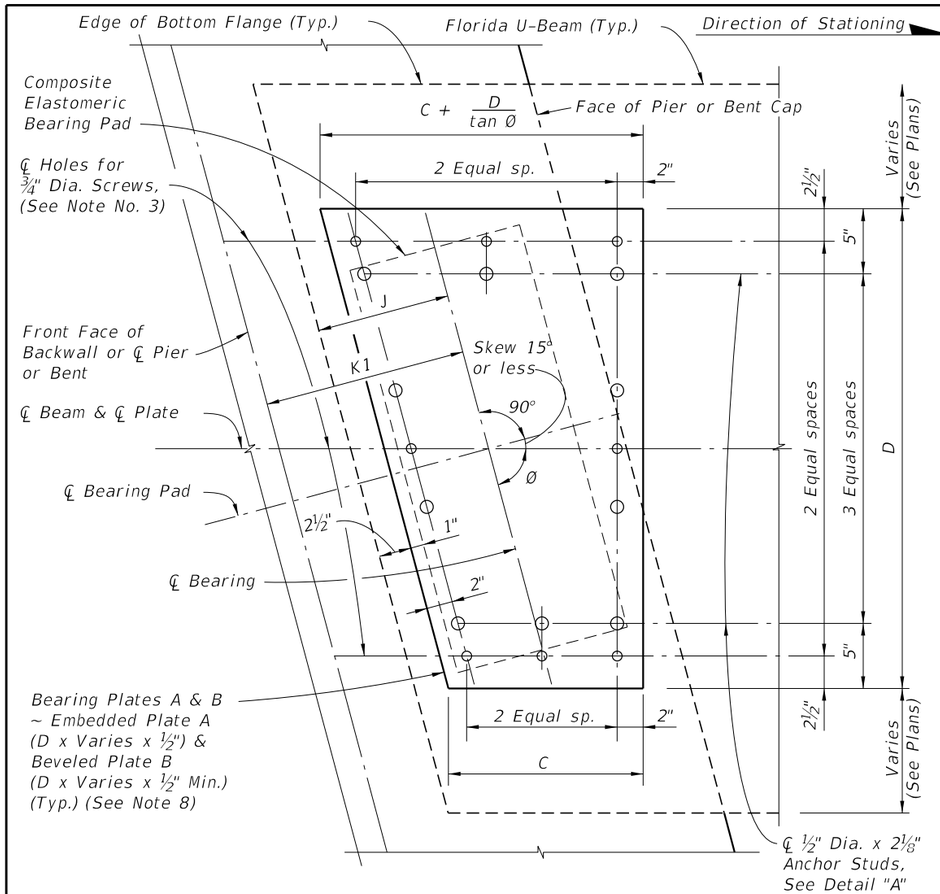
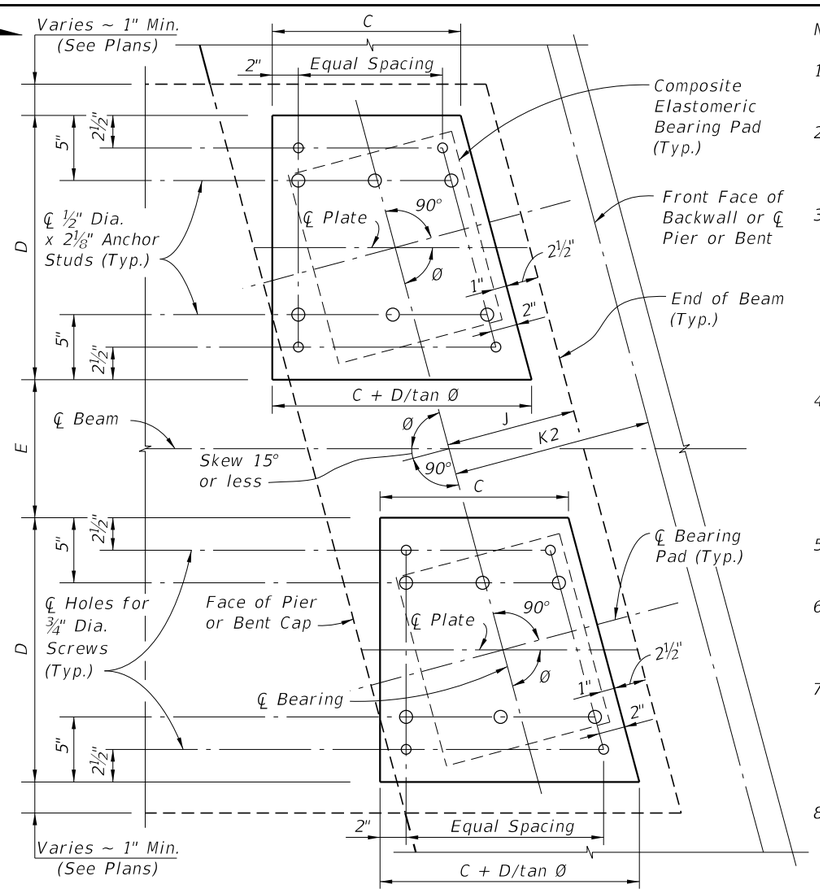
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	FLORIDA-U BEAMS - BUILD-UP & DEFLECTION DATA	INDEX	SHEET
07/01/15					450-299	1 of 1



PLAN VIEW OF TYPICAL SINGLE BEARING

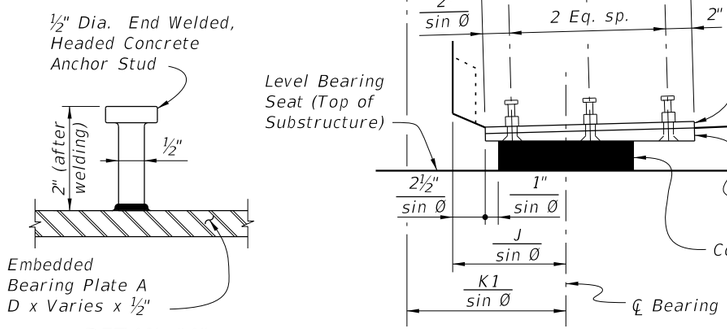


PLAN VIEW OF TYPICAL DOUBLE BEARING

NOTES:

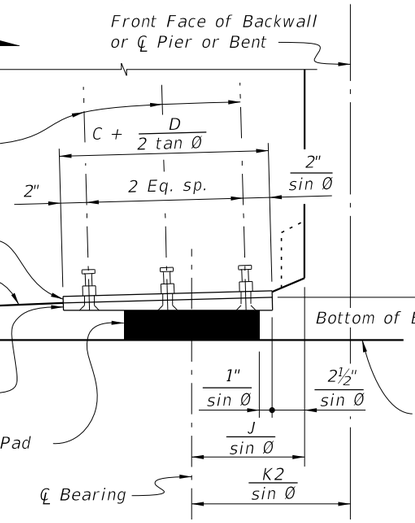
1. Work this sheet with the 'BEVELED BEARING PLATE DATA TABLE' in the plans.
2. Beveled Bearing Plates B with Embedded Bearing Plates A are required for beams only as scheduled in the 'TABLE OF BEAM VARIABLES' on Beam Sheets.
3. Bearing plate material shall conform to ASTM A36 or ASTM A709 (Grade 36 or 50). Headed Concrete Anchor Studs shall conform to Specification Section 502. Hot-dip galvanized Bearing Plates A & B after fabrication except Galvanized Caps may be welded in place after hot-dip galvanizing. Drill Bearing Plates A and B as an assembled unit, thread Bearing Plate A only. Drill and thread holes perpendicular to bottom of Plate B and prior to plates being galvanized (ASTM A 123).
4. Provide Electroplated, Flat Countersunk Head Cap Screws in accordance with ASTM F 835. Electroplating shall be ASTM B 633, SC 2, Type 1. Provide screws long enough to maintain a ¾" minimum embedment into Embedded Bearing Plate A and Galvanized Cap. Provide steel Galvanized Caps with ½" Min. to 1½" Max. height and nominal 1" inside diameter.
5. Include the cost of Beveled Bearing Plates in the pay item for Prestressed Beams (Florida U-Beams).
6. For Dimensions C and D, see 'BEVELED BEARING PLATE DATA TABLE' in the Structures Plans. For Dimensions J, K1 and K2, see 'TABLE OF BEAM VARIABLES' on Beam Sheets.
7. All details and dimensions shown are along ℄ Beam for single bearings or ℄ Plate parallel to ℄ Beam for double bearings, except for dimensions to ¾" Dia. Screws and ½" Dia. x 2⅛" Anchor Studs, which are along ℄ Screws or ℄ Anchor Studs. Positive Slope shown, Negative Slope similar.
8. When Skew = 0°, dimensions for Embedded Bearing Plate A are D x C x ½" and for Beveled Plate B are D x C x ½" Min.

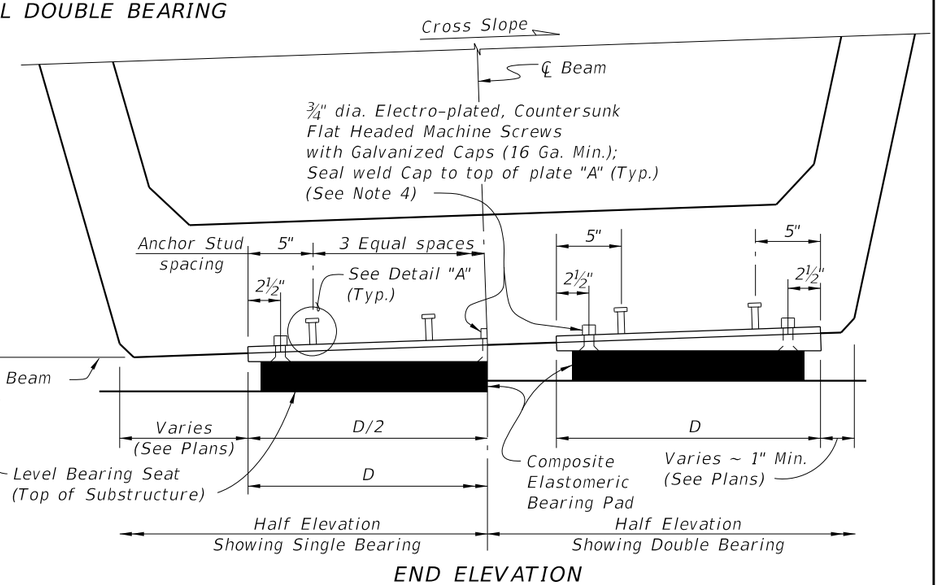
PLAN
(0° < Skew ≤ 15° shown, Skew = 0° Similar)



DETAIL "A"

SIDE ELEVATION
(See Note 7)





END ELEVATION
(Positive Cross Slope shown, Negative Cross Slope similar)

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/10			FY 2020-21 STANDARD PLANS	BEVELED BEARING PLATE DETAILS - PRESTRESSED FLORIDA-U BEAMS	450-502	1 of 1

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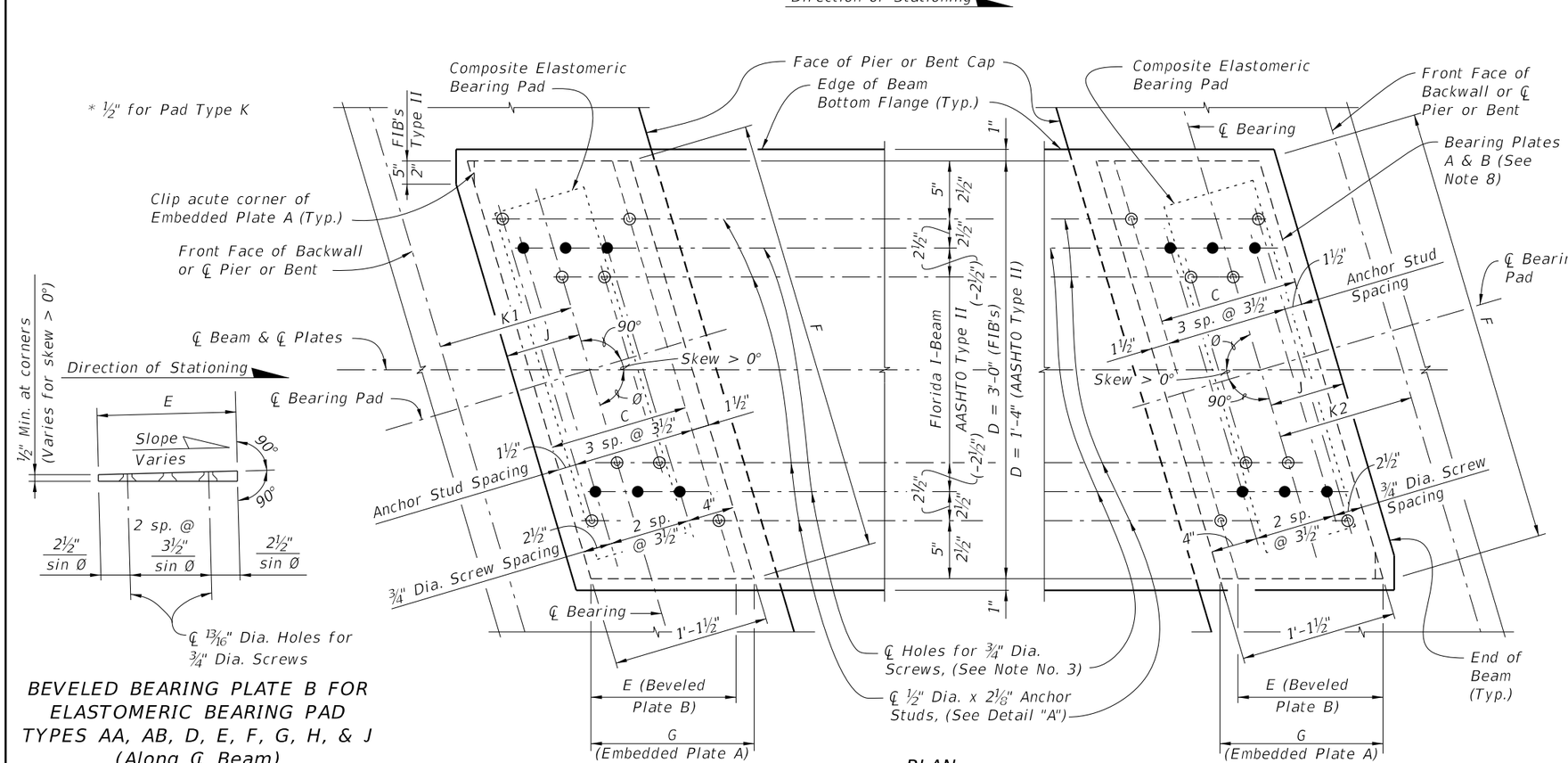
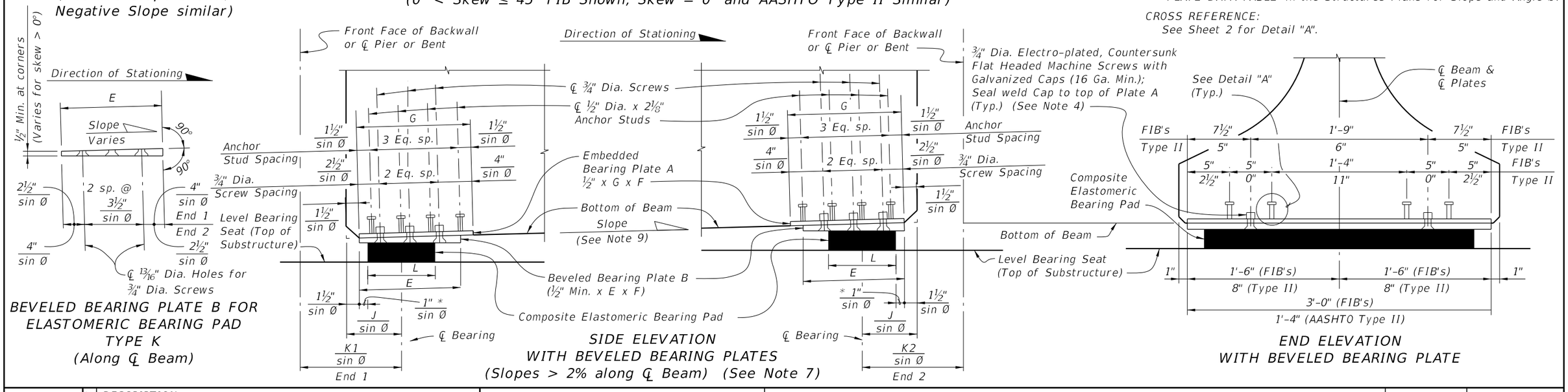


PLAN

(0° < Skew ≤ 45° FIB Shown, Skew = 0° and AASHTO Type II Similar)



BEVELED BEARING PLATE B FOR ELASTOMERIC BEARING PAD TYPES AA, AB, D, E, F, G, H, & J (Along ℄ Beam) (Positive Slope shown; Negative Slope similar)

BEVELED BEARING PLATE B FOR ELASTOMERIC BEARING PAD TYPE K (Along ℄ Beam)

SIDE ELEVATION WITH BEVELED BEARING PLATES (Slopes > 2% along ℄ Beam) (See Note 7)

END ELEVATION WITH BEVELED BEARING PLATE

NOTES:

1. *Work this sheet with Index 400-510 – Composite Elastomeric Bearing Pads, and the 'BEARING PLATE DATA TABLE' in the Structures Plans.*
2. *Embedded Bearing Plates A are required for all Florida-I beams. Beveled Bearing Plates B with Embedded Bearing Plates A are required for beams as scheduled in the 'BEARING PLATE DATA TABLE' in the Structures Plans.*
3. *Bearing plate material shall conform to ASTM A36 or ASTM A709 (Grade 36 or 50). Headed Concrete Anchor Studs shall conform to Specification Section 502. Hot-dip galvanize Bearing Plates A & B after fabrication except that Galvanized Caps may be welded in place after hot-dip galvanizing. Drill Bearing Plates A and B as an assembled unit, thread Bearing Plate A only. Holes are not required in Plate A when Plate B is not required. Drill and thread holes perpendicular to Embedded Plate A and prior to plates being galvanized (ASTM A 123).*
4. *Provide Electroplated, Flat Head Cap Screws in accordance with ASTM F 835. Electroplating shall be ASTM B633, SC 2, Type 1. Provide screws long enough to maintain a ¾" minimum embedment into Embedded Bearing Plate A and Galvanized Cap. Provide steel Galvanized Caps with ½" Min. to 1½" Max. height and nominal 1" inside diameter.*
5. *Include the cost of Bearing Plates in the pay item for Prestressed Beams.*
6. *For Pad Type and Dimensions C, D, E, F and G, see the 'BEARING PLATE DATA TABLE' in the Structures Plans. For Dimensions J, K1 and K2, see 'TABLE OF BEAM VARIABLES' in the Structures Plans.*
7. *All details and dimensions shown are along ℄ Beam, except for dimensions to ¾" Dia. Screws and ½" Dia. x 2⅛" Anchor Studs, which are along ℄ Screws or ℄ Anchor Studs. Positive Slope shown, Negative Slope similar.*
8. *When Skew = 0°, F = D = 3'-0" (Florida-I Beams) or 1'-4" (AASHTO Type II Beams) E = C, and G = 1'-1½".*
9. *Slope is determined along ℄ Beam at ℄ Bearing. See 'BEARING PLATE DATA TABLE' in the Structures Plans for Slope and Angle Ø.*

CROSS REFERENCE:
See Sheet 2 for Detail "A".

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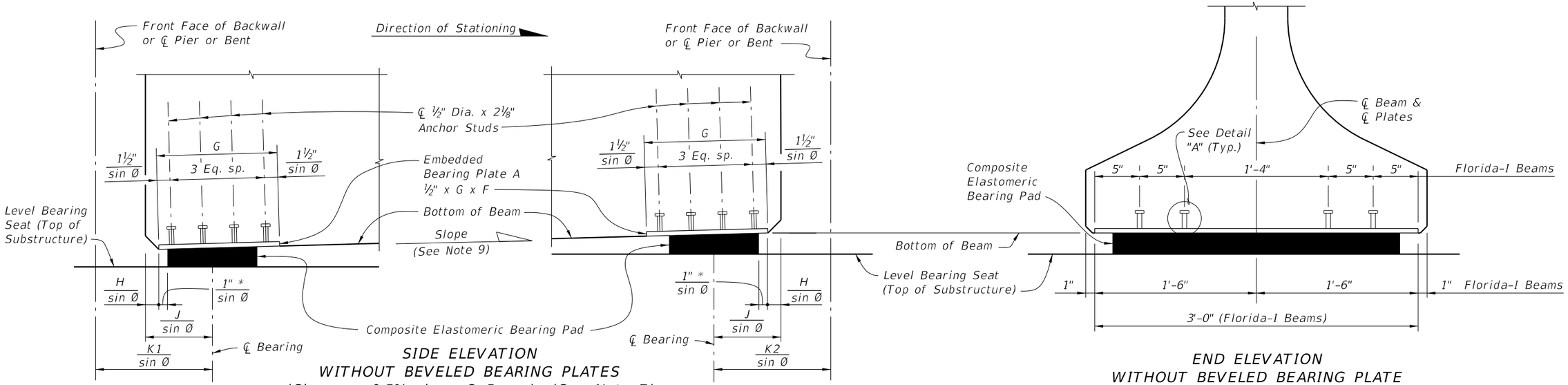
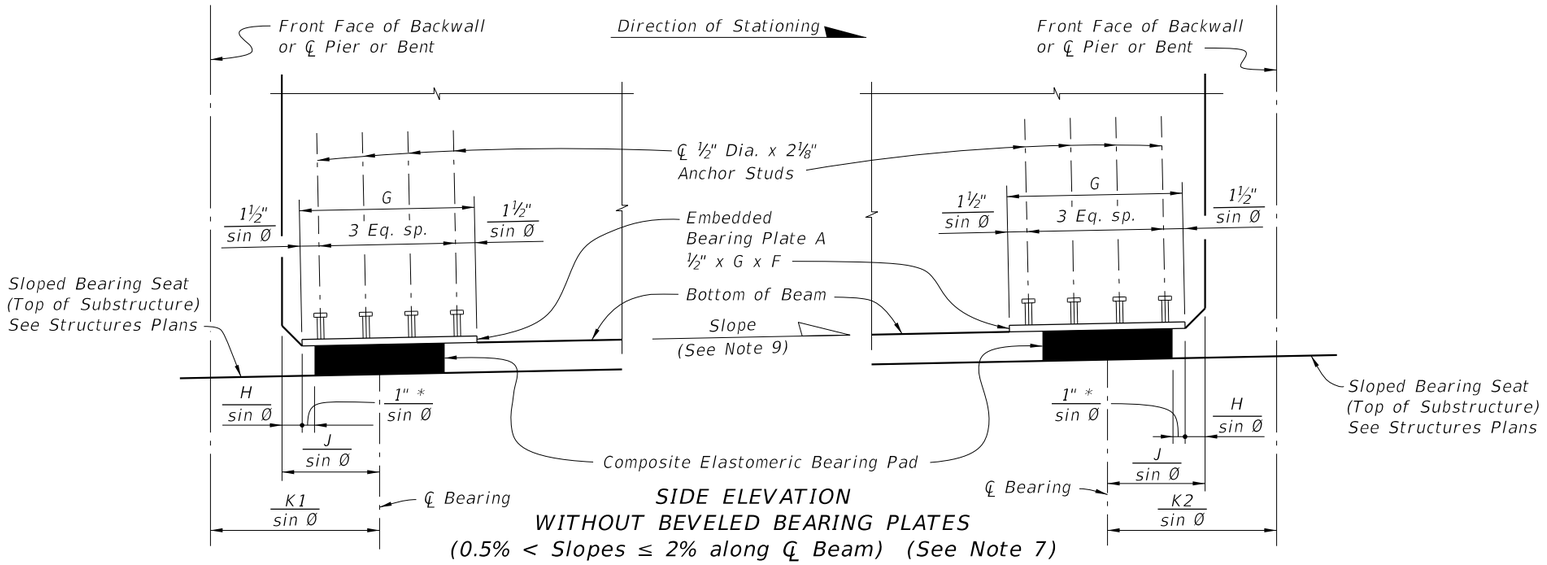
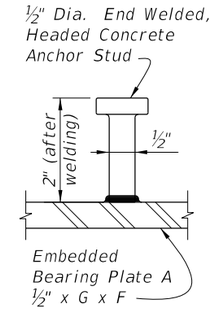
LAST REVISION	REVISION	DESCRIPTION:				
07/01/14			FDOT FY 2020-21 STANDARD PLANS	BEARING PLATES (TYPE 1) - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS	INDEX 450-511	SHEET 1 of 2





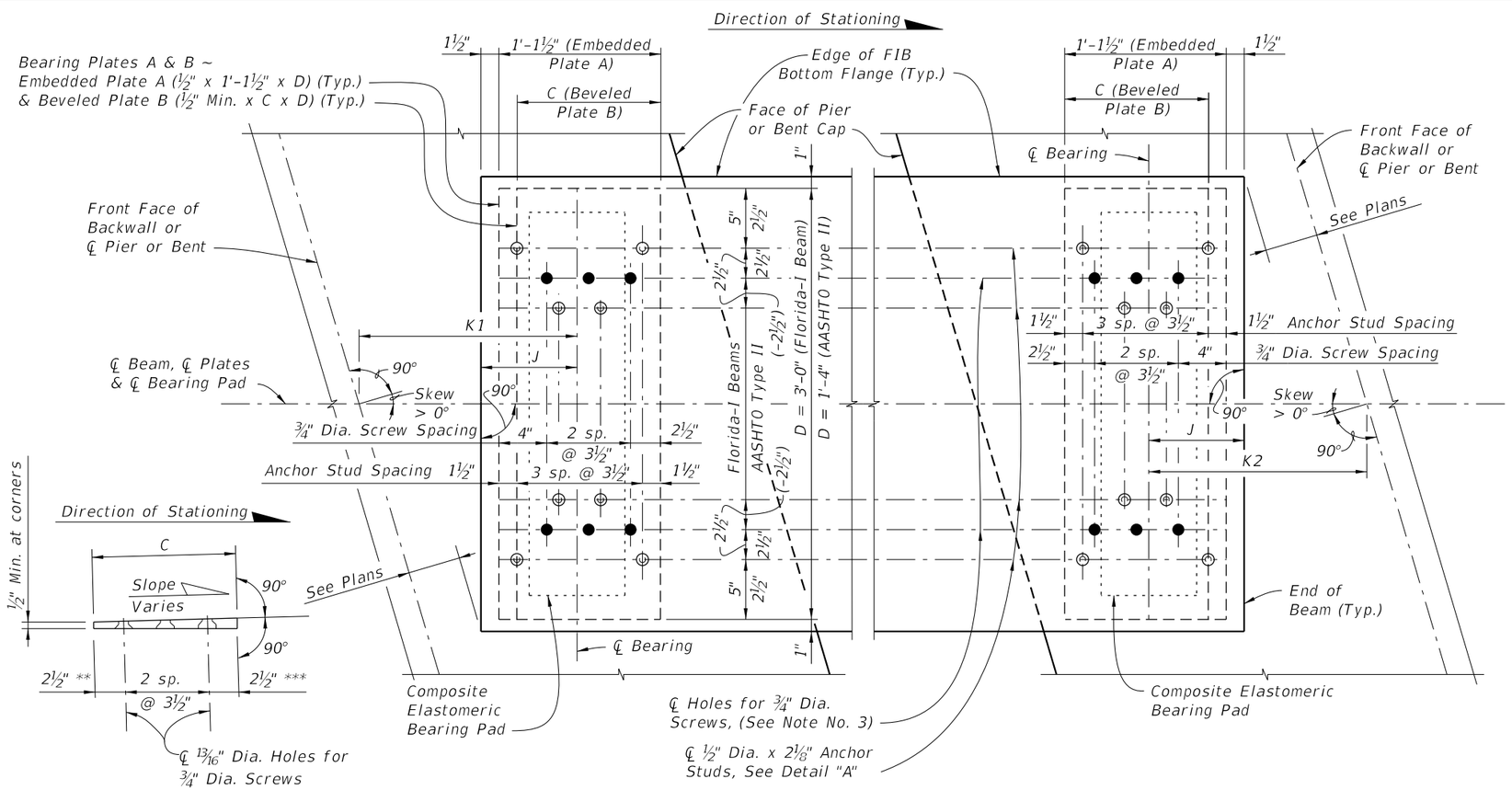


DETAIL "A"

CROSS REFERENCE:
See Sheet 1 for dimension H and Notes.

11/18/2019 4:06:51 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	BEARING PLATES (TYPE 1) - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS	INDEX	SHEET
07/01/14						450-511	2 of 2



BEVELED BEARING PLATE B
(Along ℄ Beam)
(Positive Slope shown; Negative Slope similar)

PLAN
(FIB Skewed Alignment Shown, Skew = 0° and AASHTO Type II Similar)

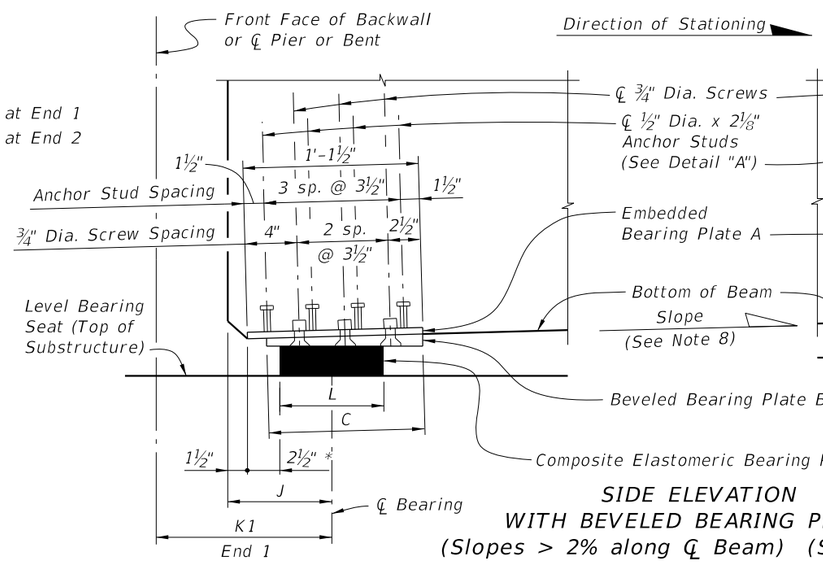
NOTES:

1. *Work this sheet with Index 400-510 – Composite Elastomeric Bearing Pads, and 'BEARING PLATE DATA TABLE' in the Structures Plans.*
2. *Embedded Bearing Plates A are required for all Florida-I beams. Beveled Bearing Plates B with Embedded Bearing Plates A are required for beams as scheduled in the 'BEARING PLATE DATA TABLE' in the Structures Plans.*
3. *Bearing plate material shall conform to ASTM A36 or ASTM A709 (Grade 36 or 50). Headed Concrete Anchor Studs shall conform to Specification Section 502. Hot-dip galvanize Bearing Plates A & B after fabrication except that Galvanized Caps may be welded in place after hot-dip galvanizing. Drill Bearing Plates A and B as an assembled unit, thread Bearing Plate A only. Holes are not required in Plate A when Plate B is not required. Drill and thread holes perpendicular to Embedded Plate A and prior to plates being galvanized (ASTM A 123).*
4. *Provide Electroplated, Flat Head Cap Screws in accordance with ASTM F 835. Electroplating shall be ASTM B633, SC 2, Type 1. Provide screws long enough to maintain a ¾" minimum embedment into Embedded Bearing Plate A and Galvanized Cap. Provide steel Galvanized Caps with ½" Min. to 1½" Max. height and nominal 1" inside diameter.*
5. *Include the cost of Bearing Plates in the pay item for Prestressed Beams.*
6. *For Pad Type and Dimension C, see the 'BEARING PLATE DATA TABLE' in the Structures Plans. For Dimensions J, K1 and K2, see 'TABLE OF BEAM VARIABLES' in the Structures Plans.*
7. *All details and dimensions shown are along ℄ Beam. Positive Slope shown, Negative Slope similar.*
8. *Slope is determined along ℄ Beam at ℄ Bearing. See 'BEARING PLATE DATA TABLE' in the Structures Plans for Slope.*

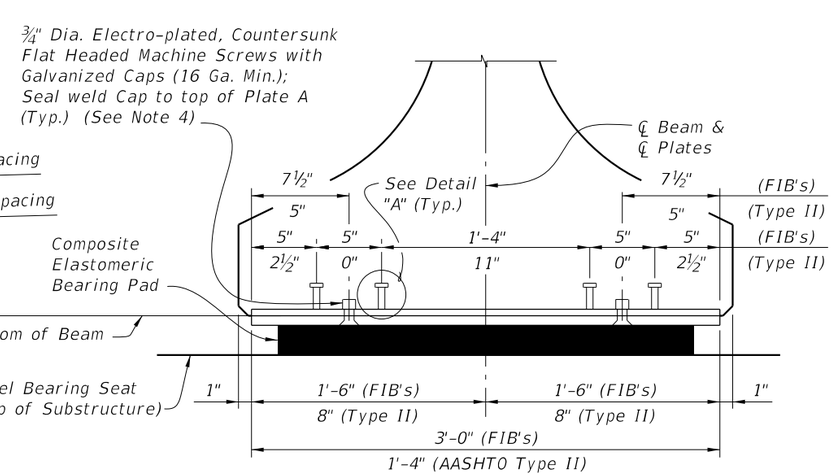
CROSS REFERENCE:
See Sheet 2 for Detail "A"

LEGEND:

* ½" for Pad Type K
** 4" for Pad Type K at End 1
*** 4" for Pad Type K at End 2



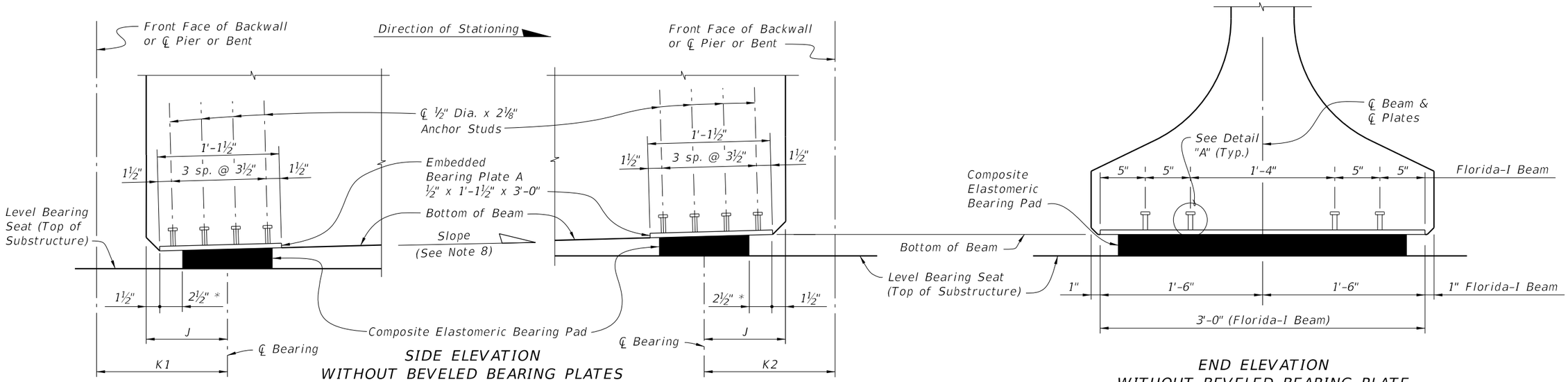
SIDE ELEVATION
WITH BEVELED BEARING PLATES
(Slopes > 2% along ℄ Beam) (See Note 7)



END ELEVATION
WITH BEVELED BEARING PLATE

LAST REVISION	REVISION	DESCRIPTION:			
07/01/14			FY 2020-21 STANDARD PLANS	BEARING PLATES (TYPE 2) - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS	INDEX 450-512 / SHEET 1 of 2

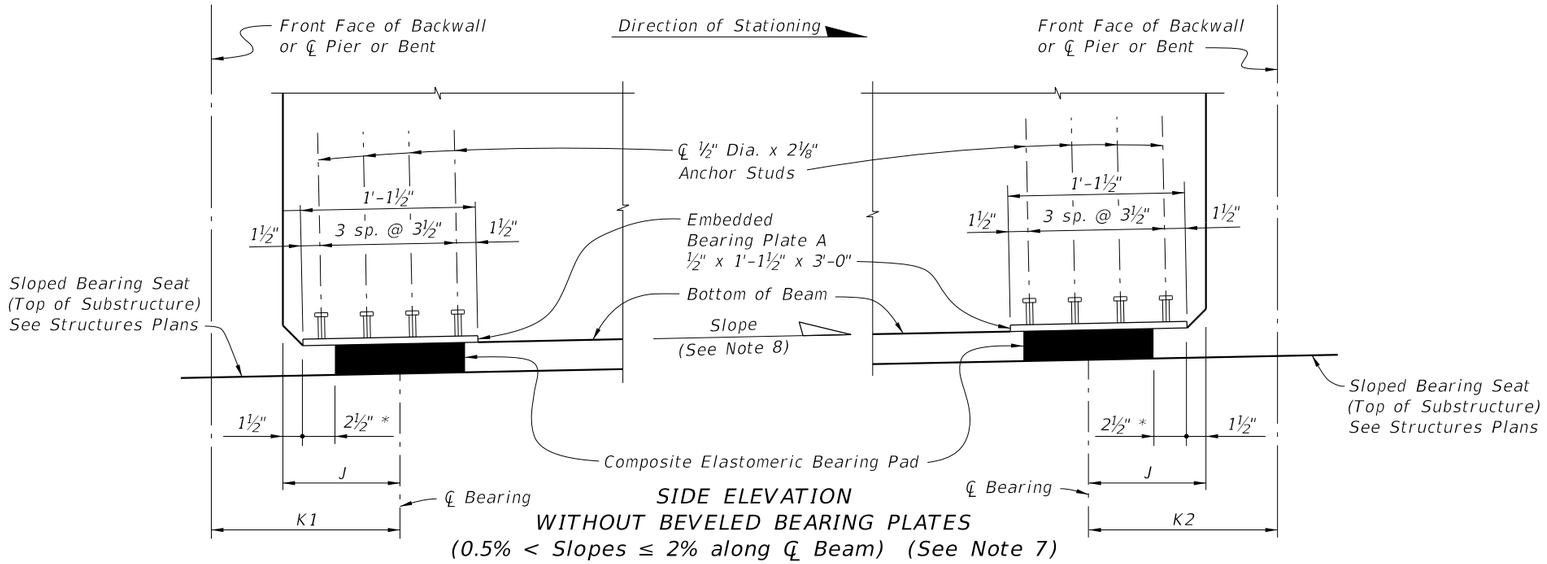
11/18/2019 4:06:55 PM



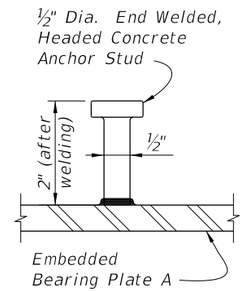
SIDE ELEVATION
WITHOUT BEVELED BEARING PLATES
(Slopes ≤ 0.5% along ℄ Beam) (See Note 7)

END ELEVATION
WITHOUT BEVELED BEARING PLATE

* ½" for Pad Type K



SIDE ELEVATION
WITHOUT BEVELED BEARING PLATES
(0.5% < Slopes ≤ 2% along ℄ Beam) (See Note 7)

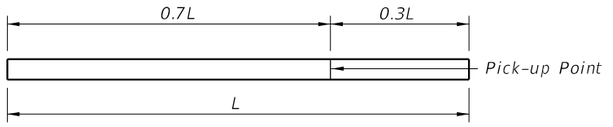


DETAIL "A"

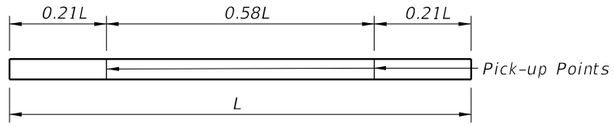
CROSS REFERENCE:
See Sheet 1 for Notes.

11/18/2019 4:06:56 PM

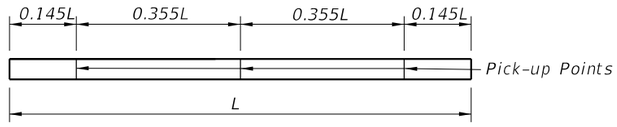
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/14			FDOT FY 2020-21 STANDARD PLANS	BEARING PLATES (TYPE 2) - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS	450-512	2 of 2



1-POINT PICK-UP

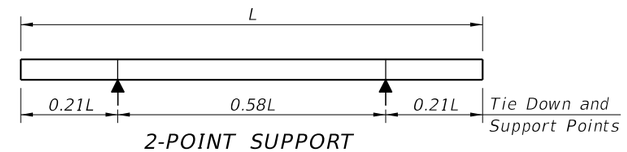


2-POINT PICK-UP

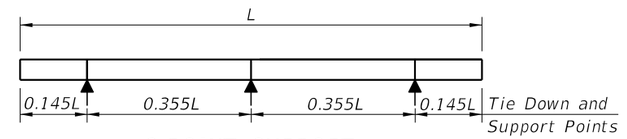


3-POINT PICK-UP

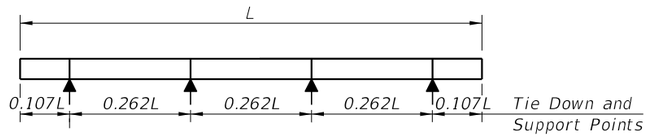
PILE PICK-UP DETAILS



2-POINT SUPPORT



3-POINT SUPPORT



4-POINT SUPPORT

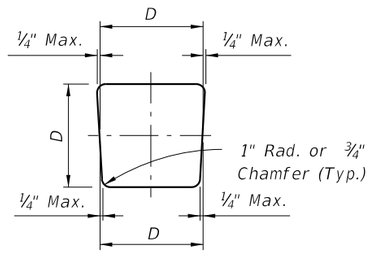
STORAGE AND TRANSPORTATION SUPPORT DETAILS

PRESTRESSED CONCRETE PILE NOTES:

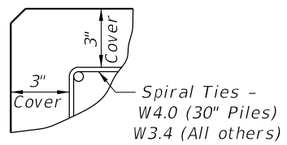
1. Work this Index with the Square Prestressed Concrete Pile Splices (Index 455-002), the Prestressed Concrete Pile Standards (Index 455-012 thru 455-030), the High Moment Capacity Square Prestressed Concrete Pile (Index 455-031) and the Pile Data Table in the Structures Plans.
2. Concrete:
   - A. Piles: Class V (Special), except use Class VI for High Moment Capacity Pile (Index 455-031).
   - B. High Capacity Splice Collar: Class V (Special).
   - C. Silica Fume: See "GENERAL NOTES" in the Structures Plans for locations where the use of silica fume, metakaolin or ultra-fine flyash is required.
3. Concrete strength at time of prestress transfer:
   - A. Piles: 4,000 psi minimum.
   - B. High Moment Capacity Piles: 6,500 psi minimum.
4. Carbon-Steel Reinforcing:
   - A. Bars: Meet the requirements of Specification Section 415.
   - B. Prestressing Strands: Meet the requirements of Specification Section 933.
   - C. Protect all strands permanently exposed to the environment and not embedded under final conditions in accordance with Specification Section 450.
5. Spiral Ties:
   - A. Tie each wrap of the spiral strand to a minimum of two corner strands.
   - B. One full turn required for spiral splices.
6. Pile Splices: Fill dowel holes and form the joint between pile sections with a Type AB Epoxy Compound in accordance with Specification Section 962. Use an Epoxy Bonding Compound or an Epoxy Mortar as recommended by the Manufacturer.

TABLE OF MAXIMUM PILE PICK-UP AND SUPPORT LENGTHS

	D = Square Pile Size (inches)						Required Storage and Transportation Detail	Pick-Up Detail
	12	14	18	20	24	30		
Maximum Pile Length (Feet)	48	52	59	62	68	87	2, 3, or 4 point	1 Point
	69	75	85	89	98	124	2, 3, or 4 point	2 Point
	99	107	121	128	140	178	3 or 4 point	3 Point



TYPICAL PILE SHAPE FOR MOLD FORMS



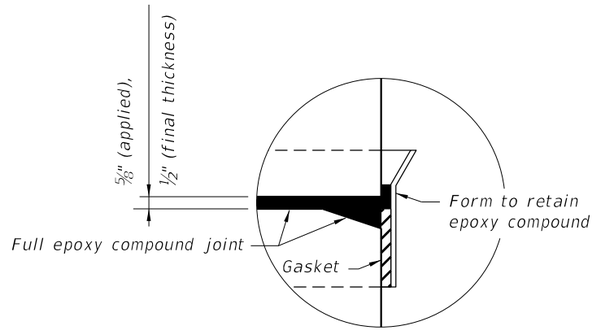
DETAIL SHOWING TYPICAL COVER

11/18/2019 4:06:57 PM

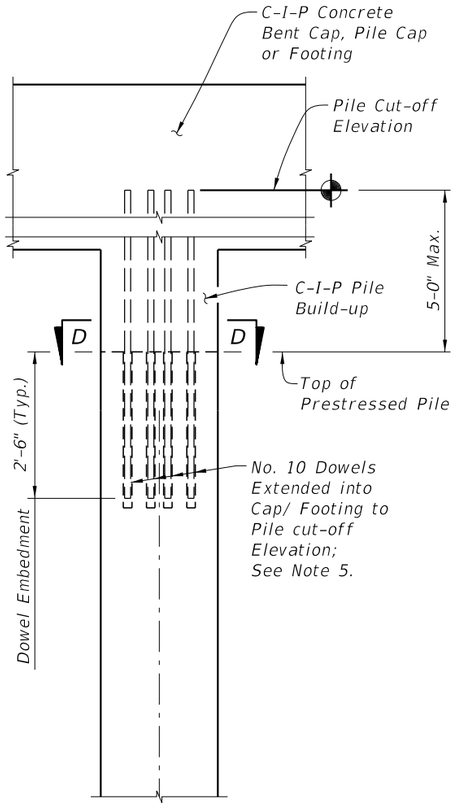
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT	FY 2020-21 STANDARD PLANS	SQUARE PRESTRESSED CONCRETE PILES - TYPICAL DETAILS & NOTES	INDEX 455-001	SHEET 1 of 1

NOTES:

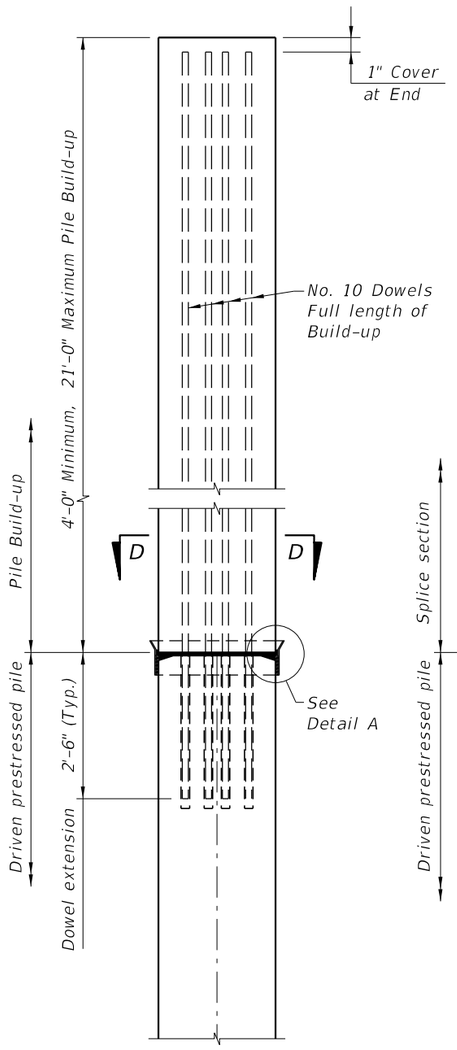
1. For Sections D-D, E-E, & F-F see Index 455-012 thru 455-030 for applicable concrete pile size and Pile Splice Reinforcement Details.
2. Prestressing strands, spiral ties and/or reinforcement are not shown for clarity.
3. In cases where pile splices are desired due to length limitations in shipping and/or handling, the "Drivable Preplanned Prestressed Precast Splice Detail" shall be used. Mechanical Pile Splices contained on the Approved Products List (APL) may also be used.
4. When preformed dowel holes are utilized, the 1" spiral tie pitch shall be continued to 4'-0" below the head of the pile, See Index 455-018, 455-020 & 455-024. Preformed holes shall utilize either removable preforming material or stay-in-place corrugated galvanized steel ducts. Stay-in-place ducts shall be fabricated from galvanized sheet steel meeting the requirements of ASTM A653, Coating Designation G90, 26 gauge. Ducts shall be 2" diameter with a minimum corrugation (rib) height of 0.12 in. Ducts shall be fabricated with either welded or interlocked seams. Galvanizing of welded seams will not be required.
5. For tension piles where top of Prestressed Pile is less than 3 feet below Pile Cut-off Elevation, extend No. 10 Dowels into cap beyond Pile Cut-off Elevation to achieve development as approved by the Engineer.



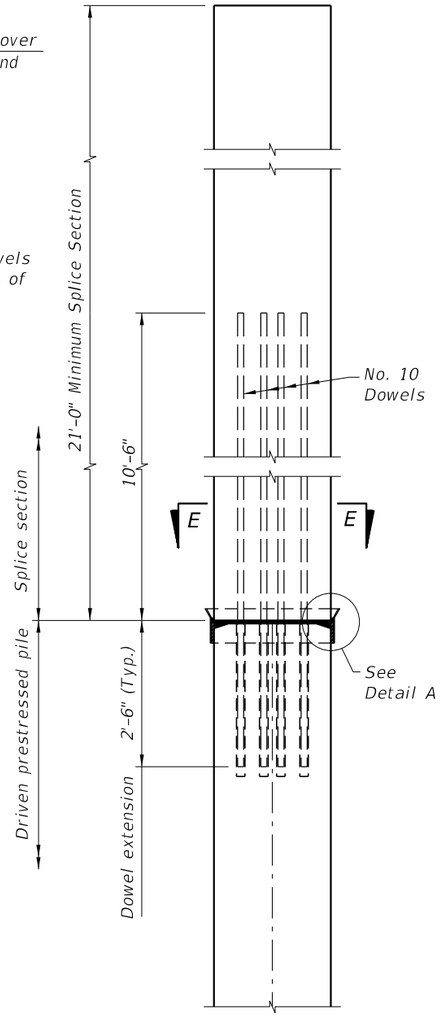
DETAIL A



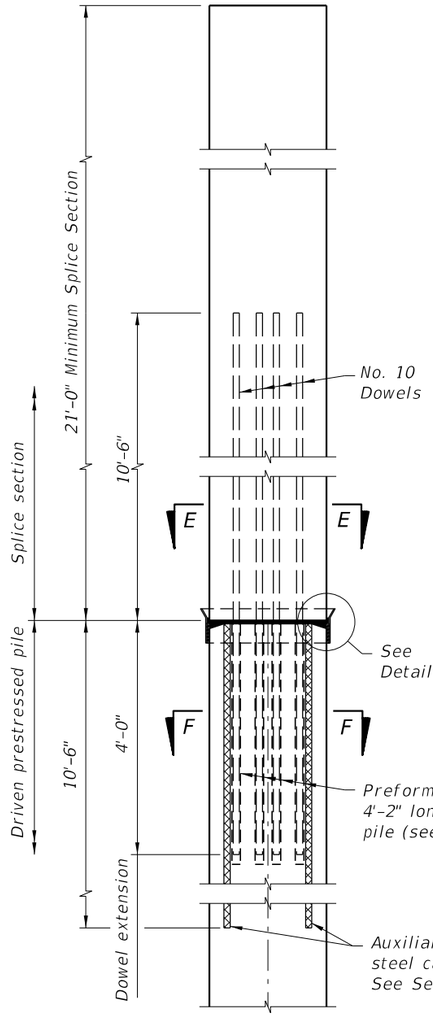
UNFORESEEN
REINFORCED C-I-P
PILE BUILD-UP DETAIL



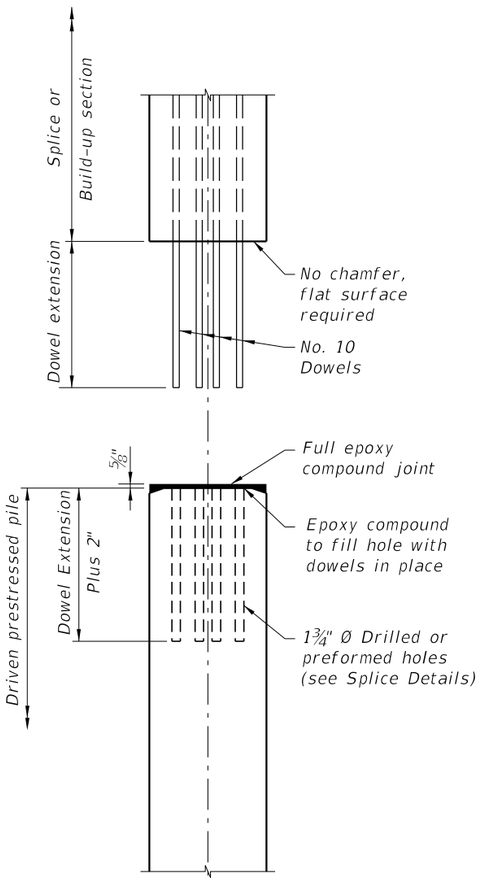
NON-DRIVABLE UNFORESEEN
REINFORCED PRECAST
PILE BUILD-UP DETAIL



DRIVABLE UNFORESEEN
PRESTRESSED PRECAST
PILE SPLICE DETAIL



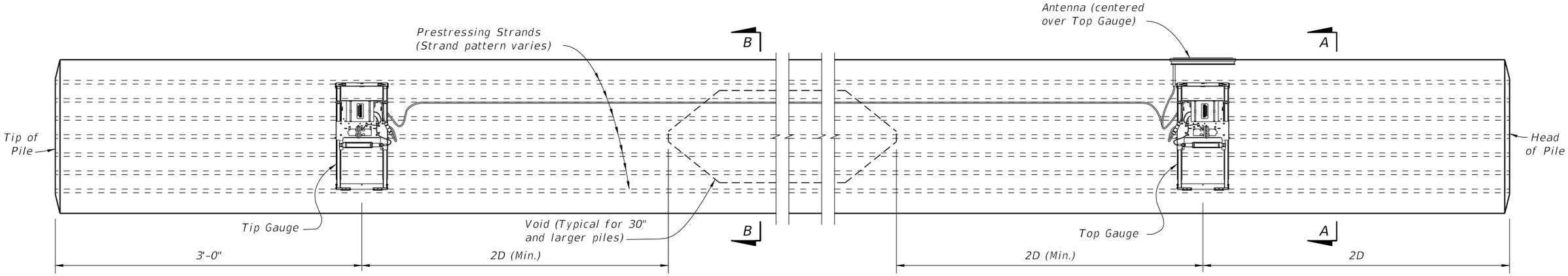
DRIVABLE PREPLANNED
PRESTRESSED PRECAST
PILE SPLICE DETAIL



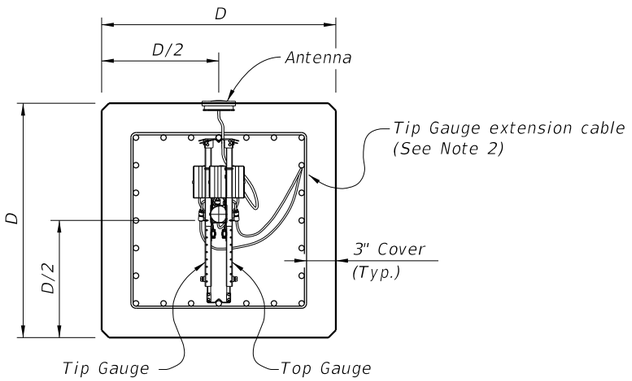
TYPICAL SPLICE
BEFORE BONDING

11/18/2019 4:06:58 PM

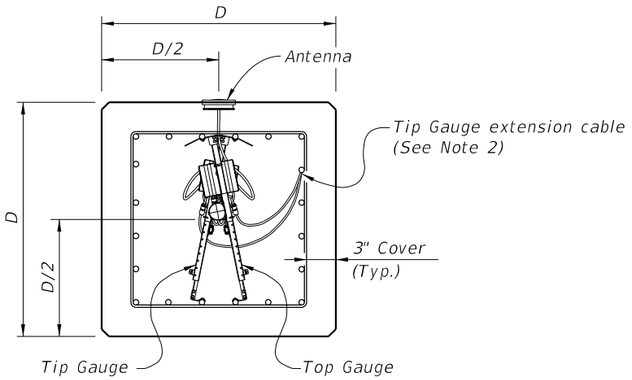
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/14			FY 2020-21 STANDARD PLANS	SQUARE PRESTRESSED CONCRETE PILE SPLICES	455-002	1 of 1



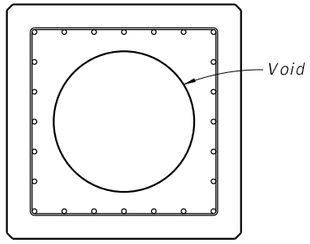
ELEVATION



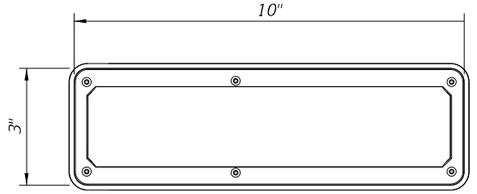
SECTION A-A
(Strand Pattern with odd number of strands per face)



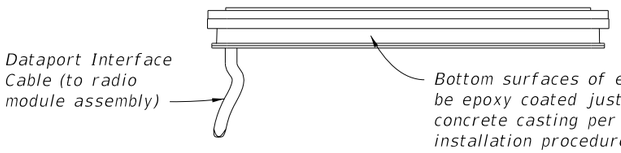
SECTION A-A
(Strand Pattern with even number of strands per face)



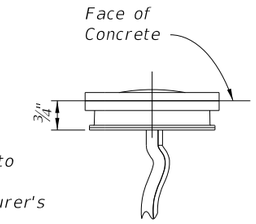
SECTION B-B
(Showing Voided Pile, Solid Pile Similar)



ANTENNA TOP VIEW



ANTENNA SIDE VIEW



ANTENNA END VIEW

NOTES:

1. For piles 18" and larger installed for bridge foundations, provide EDC Instrumentation in accordance with Specification Section 455.

2. Attach Tip Gauge extension cable to the underside of the strand shown in Section A-A. Secure cable to strand with nylon wire ties spaced a maximum of 6ft. along cable.

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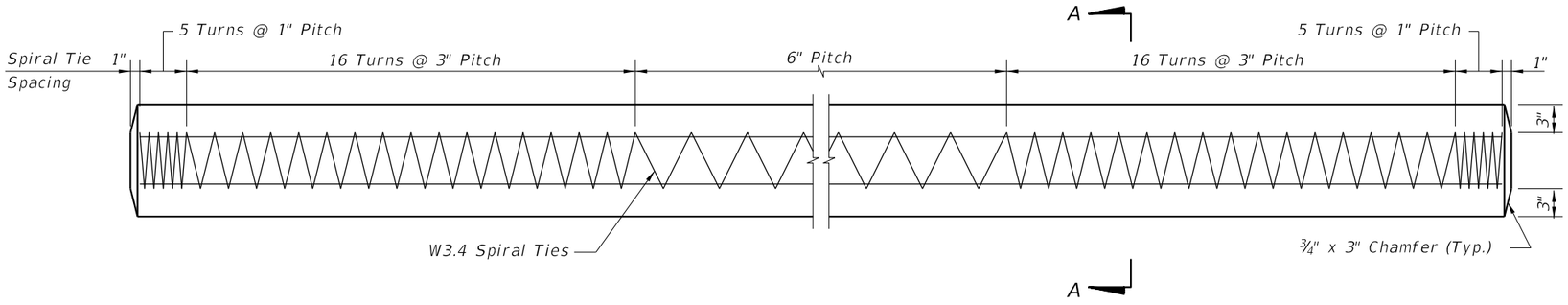
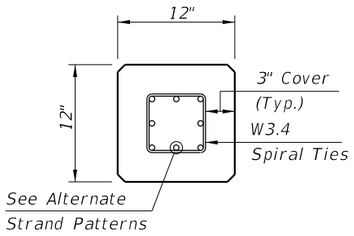
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/15			FY 2020-21 STANDARD PLANS	SQUARE PRESTRESSED CONCRETE PILES - EDC INSTRUMENTATION	455-003	1 of 1



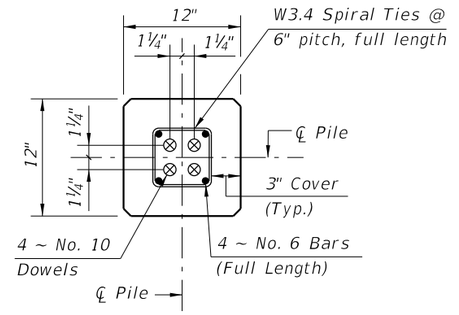
ELEVATION



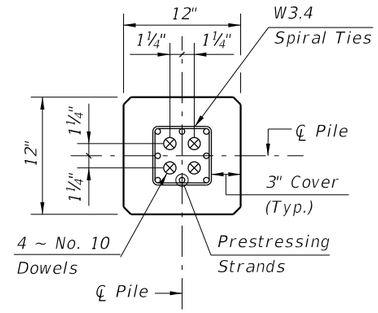
SECTION A-A

ALTERNATE STRAND PATTERNS

4 ~ 0.6" Ø, Grade 270 LRS, at 44 kips
8 ~ ½" Ø (Special), Grade 270 LRS, at 25 kips
8 ~ ½" Ø, Grade 270 LRS, at 24 kips
8 ~ 7/16" Ø, Grade 270 LRS, at 23 kips
12 ~ ⅜" Ø, Grade 270 LRS, at 16 kips



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Splice Detail)



SECTION E-E
(See Drivable Unforeseen Prestressed Precast Pile Splice Detail)

PILE SPLICE REINFORCEMENT DETAILS

NOTES:
1. Work this Index with Index 450-001 – Typical Details and Notes for Square Prestressed Concrete Piles and Index 455-002 – Square Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.

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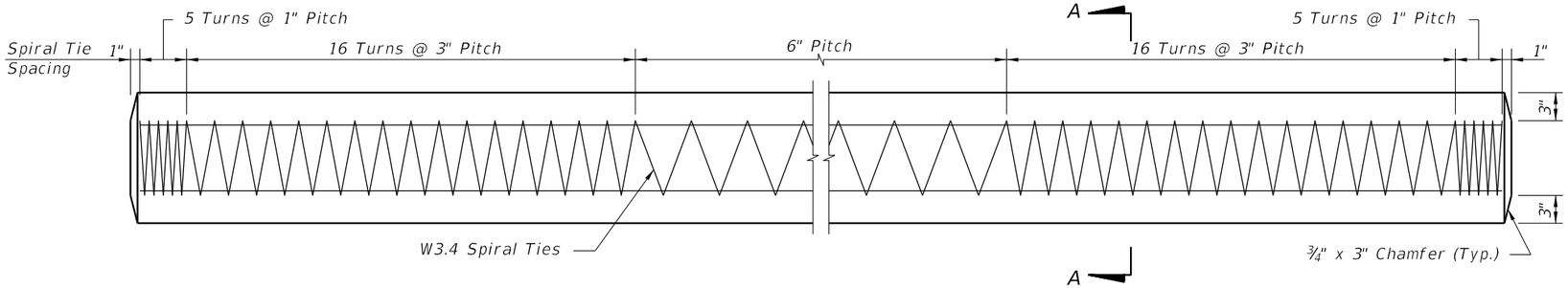
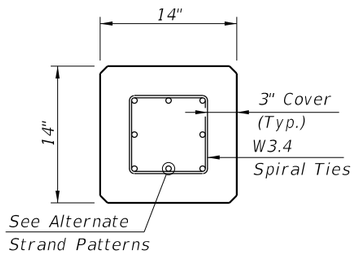
LAST REVISION	REVISION	DESCRIPTION:				
01/01/12			FDOT FY 2020-21 STANDARD PLANS	12" SQUARE PRESTRESSED CONCRETE PILE	INDEX 455-012	SHEET 1 of 1



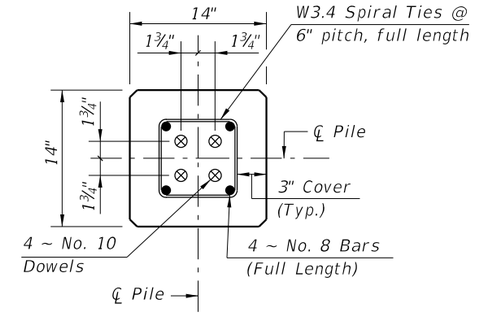
ELEVATION



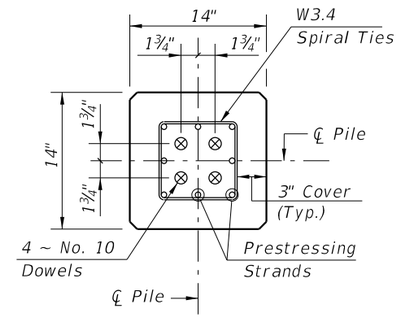
SECTION A-A

ALTERNATE STRAND PATTERNS

8 ~ 0.6" Ø, Grade 270 LRS, at 33 kips
8 ~ ½" Ø (Special), Grade 270 LRS, at 31 kips
8 ~ ½" Ø, Grade 270 LRS, at 31 kips
12 ~ 7/16" Ø, Grade 270 LRS, at 21 kips
16 ~ ⅜" Ø, Grade 270 LRS, at 16 kips



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Splice Detail)



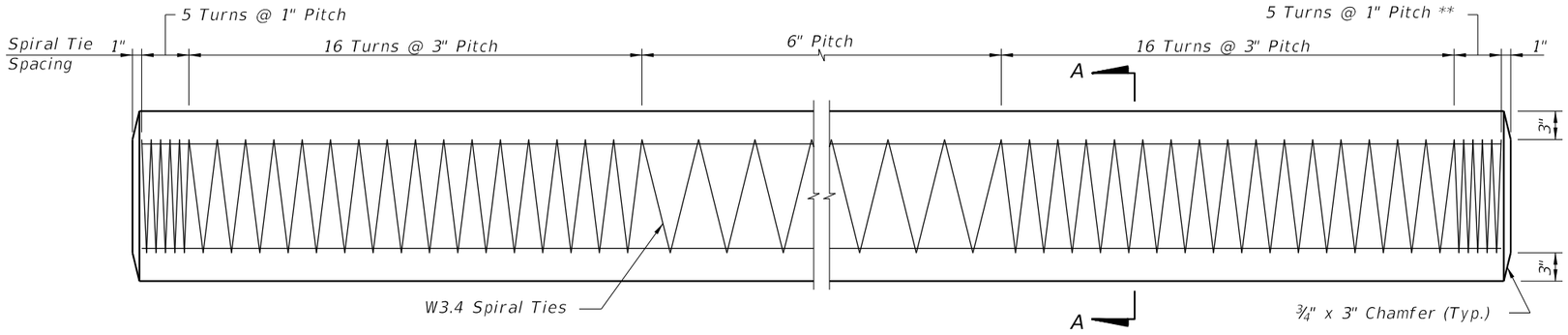
SECTION E-E
(See Drivable Unforeseen Prestressed Precast Splice Detail)

PILE SPLICE REINFORCEMENT DETAILS

NOTES:
1. Work this Index with Index 455-001 – Typical Details and Notes for Square Prestressed Concrete Piles and Index 455-002 – Square Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.

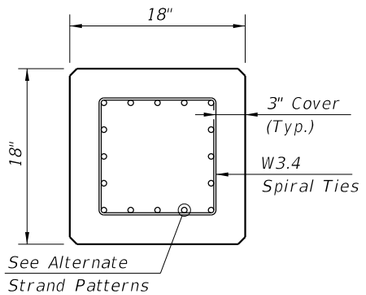
11/18/2019 4:07:02 PM

LAST REVISION	REVISION	DESCRIPTION:				
01/01/12			FDOT	FY 2020-21 STANDARD PLANS	14" SQUARE PRESTRESSED CONCRETE PILE	INDEX 455-014 / SHEET 1 of 1



ELEVATION

*** See Note 4 on Index 455-002*



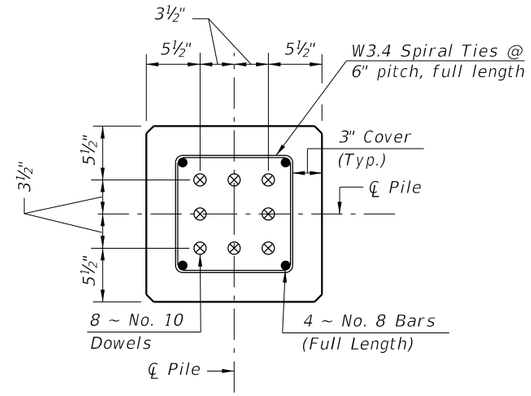
SECTION A-A

ALTERNATE STRAND PATTERNS

12 ~ 0.6" Ø, Grade 270 LRS, at 35 kips
12 ~ ½" Ø (Special), Grade 270 LRS, at 34 kips
16 ~ ½" Ø, Grade 270 LRS, at 26 kips
20 ~ 7/16" Ø, Grade 270 LRS, at 21 kips
24 ~ ⅜" Ø, Grade 270 LRS, at 17 kips

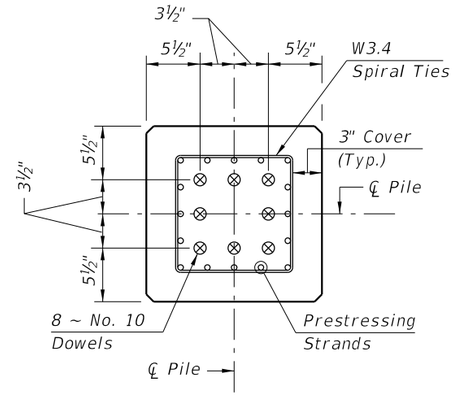
NOTES:

1. *Work this Index with Index 455-001 – Typical Details and Notes for Square Prestressed Concrete Piles and Index 455-002 – Square Prestressed Concrete Pile Splices.*
2. *Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows:*
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.



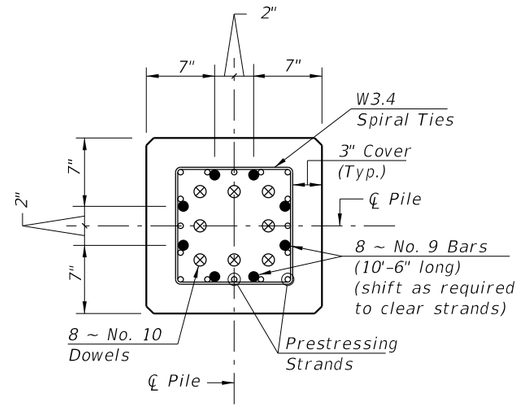
SECTION D-D

(See Non-Drivable Unforeseen Reinforced Precast Splice Detail)



SECTION E-E

(See Drivable Prestressed Precast Splice Detail)



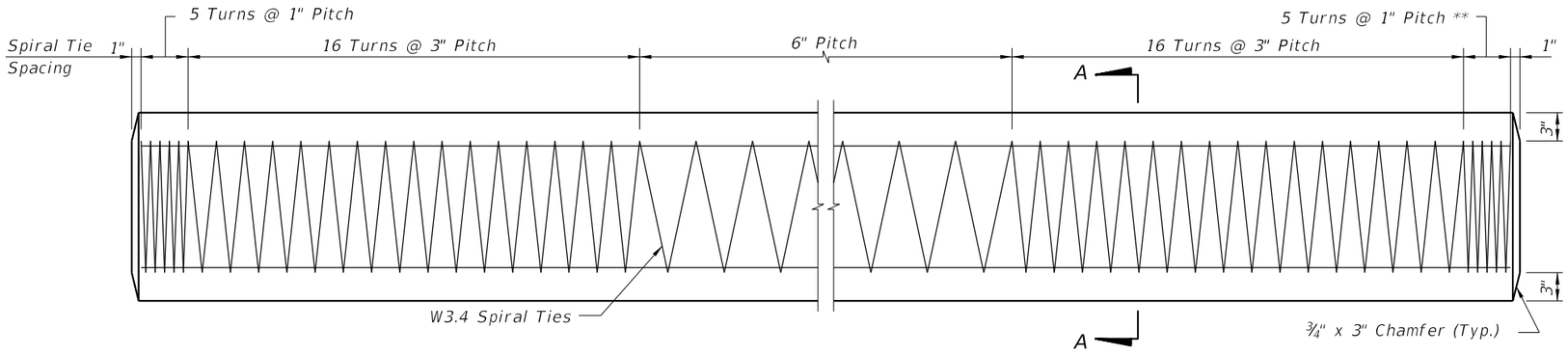
SECTION F-F

(See Drivable Preplanned Splice Detail)

PILE SPLICE REINFORCEMENT DETAILS

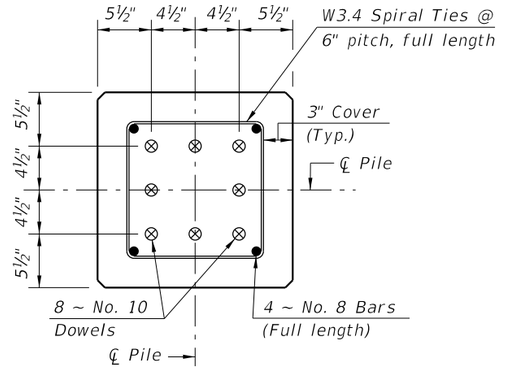
11/18/2019 4:07:03 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	18" SQUARE PRESTRESSED CONCRETE PILE	INDEX	SHEET
01/01/12						455-018	1 of 1



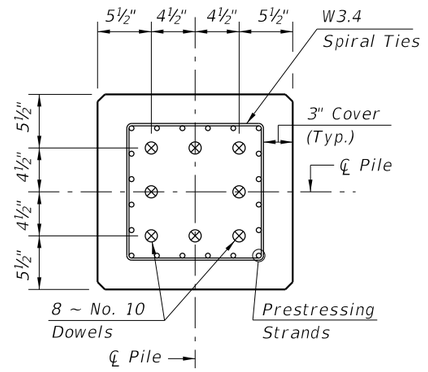
ELEVATION

** See Note 4 on Index 455-002



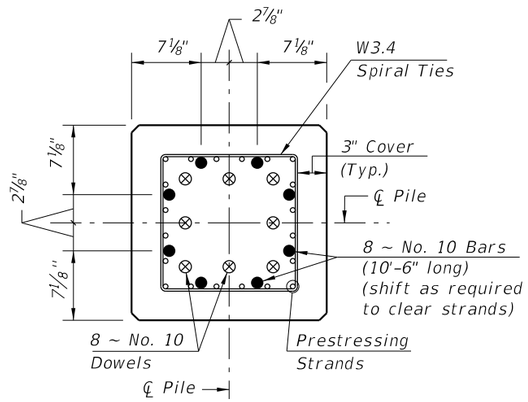
SECTION D-D

(See Non-Drivable Unforeseen Reinforced Precast Pile Splice Detail)



SECTION E-E

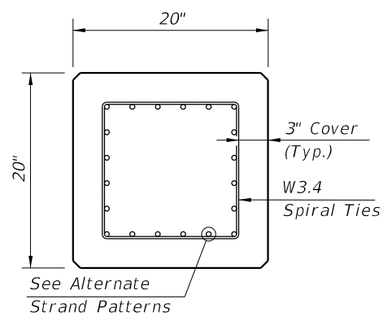
(See Drivable Prestressed Precast Pile Splice Detail)



SECTION F-F

(See Drivable Preplanned Pile Splice Detail)

PILE SPLICE REINFORCEMENT DETAILS



SECTION A-A

ALTERNATE STRAND PATTERNS

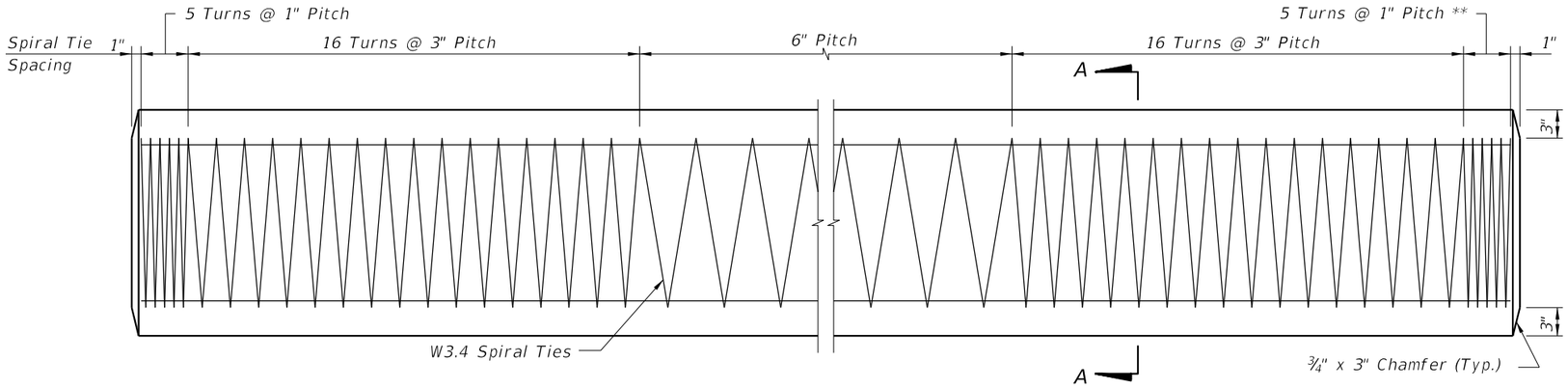
12 ~ 0.6" Ø, Grade 270 LRS, at 42 kips
16 ~ ½" Ø (Special), Grade 270 LRS, at 31 kips
16 ~ ½" Ø, Grade 270 LRS, at 31 kips
24 ~ 7/16" Ø, Grade 270 LRS, at 21 kips

NOTES:

1. Work this Index with Index 455-001 – Typical Details and Notes for Square Prestressed Concrete Piles and Index 455-002 – Square Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.

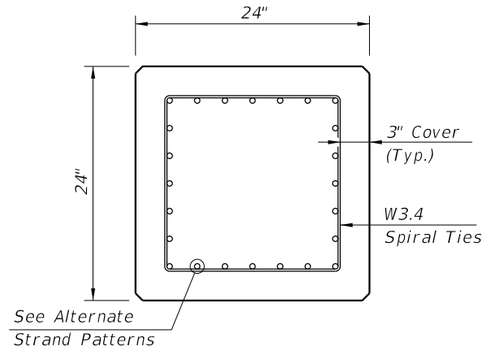
11/18/2019 4:07:04 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	20" SQUARE PRESTRESSED CONCRETE PILE	INDEX	SHEET
01/01/12						455-020	1 of 1



ELEVATION

** See Note 4 on Index 455-002

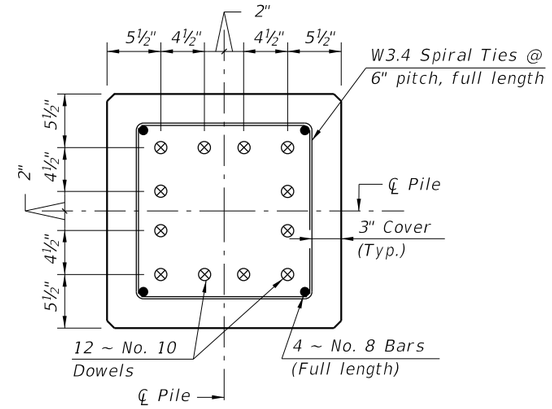


SECTION A-A

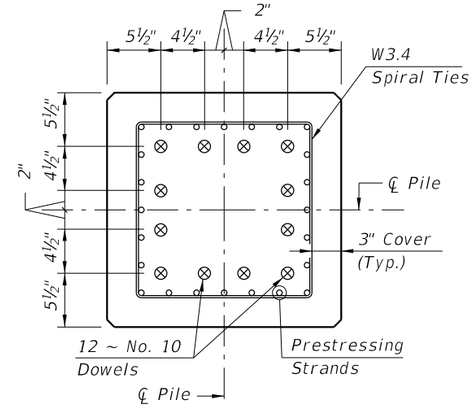
ALTERNATE STRAND PATTERNS

16 ~ 0.6" Ø, Grade 270 LRS, at 44 kips
20 ~ ½" Ø (Special), Grade 270 LRS, at 34 kips
24 ~ ½" Ø, Grade 270 LRS, at 31 kips

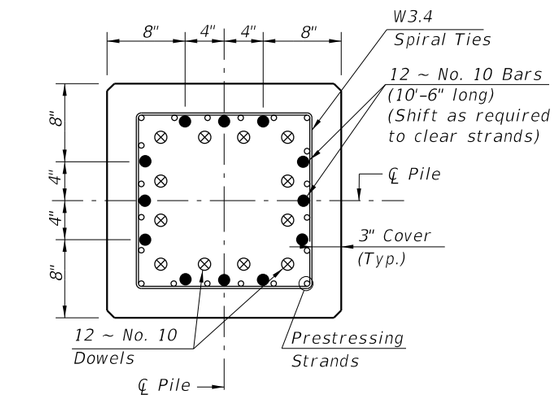
NOTES:
1. Work this Index with Index 455-001 – Typical Details and Notes for Square Prestressed Concrete Piles and Index 455-002 – Square Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Splice Detail)



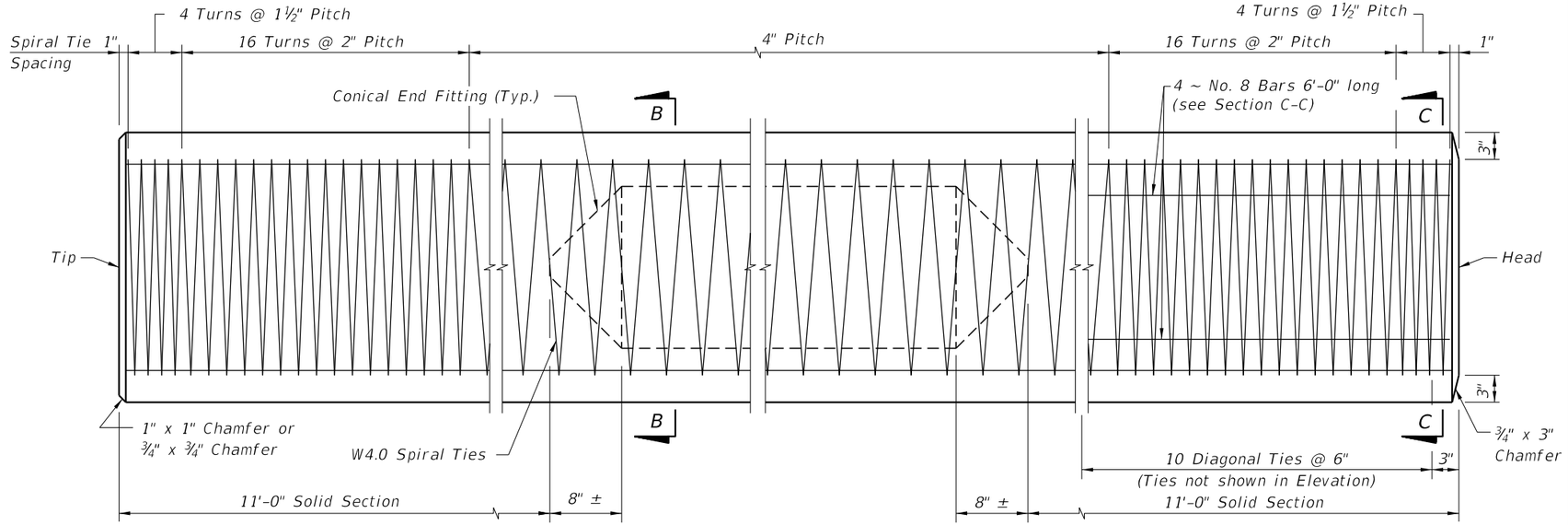
SECTION E-E
(See Drivable Prestressed Precast Pile Splice Detail)



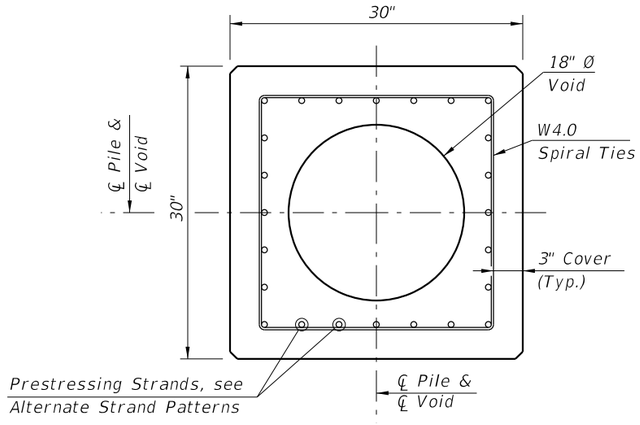
SECTION F-F
(See Drivable Preplanned Pile Splice Detail)

11/18/2019 4:07:05 PM

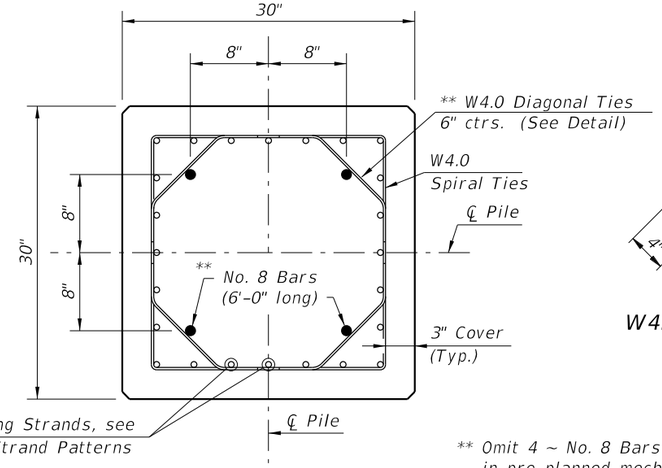
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/12			FDOT FY 2020-21 STANDARD PLANS	24" SQUARE PRESTRESSED CONCRETE PILE	455-024	1 of 1



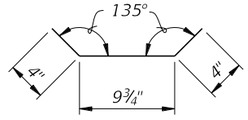
ELEVATION



SECTION B-B
(See Pile Splice Reinforcement Details)



SECTION C-C
(See Pile Splice Reinforcement Details)



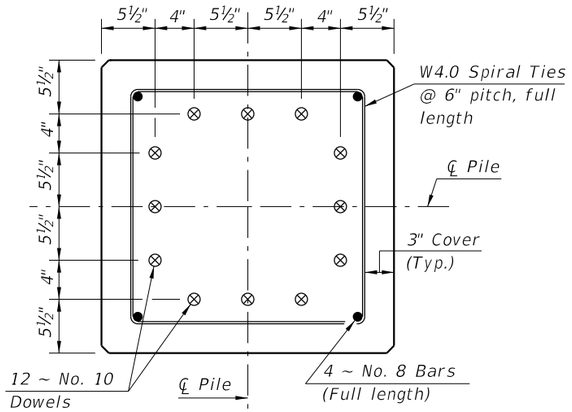
W4.0 DIAGONAL TIE DETAIL

** Omit 4 ~ No. 8 Bars and Diagonal Ties in pre-planned mechanical splice.

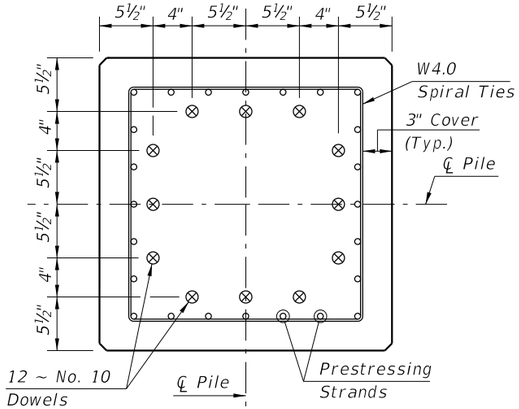
ALTERNATE STRAND PATTERNS

20 ~ 0.6" Ø, Grade 270 LRS, at 41 kips
24 ~ ½" Ø (Special), Grade 270 LRS, at 34 kips
28 ~ ½" Ø, Grade 270 LRS, at 29 kips

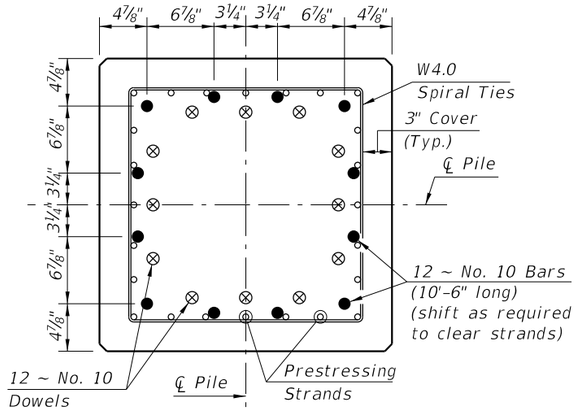
NOTES:
1. Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows: Place one strand at each corner and place the remaining strands equally spaced between the corner strands. The total strand pattern shall be concentric with the nominal concrete section of the pile.
2. CONTRACTOR OPTION: The 30" pile may be cast SOLID by omitting the 18" Ø void. In this event, the Contractor shall submit calculations for approval and a proposed strand configuration that provide net prestressing after losses equal to 1000 psi. Alternate configurations for the Diagonal Ties, to maintain the position of the 4 ~ #8 Bars, may be approved by the Engineer.
3. Work this Index with Index 455-001 – Typical Details and Notes for Square Prestressed Concrete Piles and Index 455-002 – Square Prestressed Concrete Pile Splices.



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Splice Detail)



SECTION E-E
(See Drivable Prestressed Precast Pile Splice Detail)

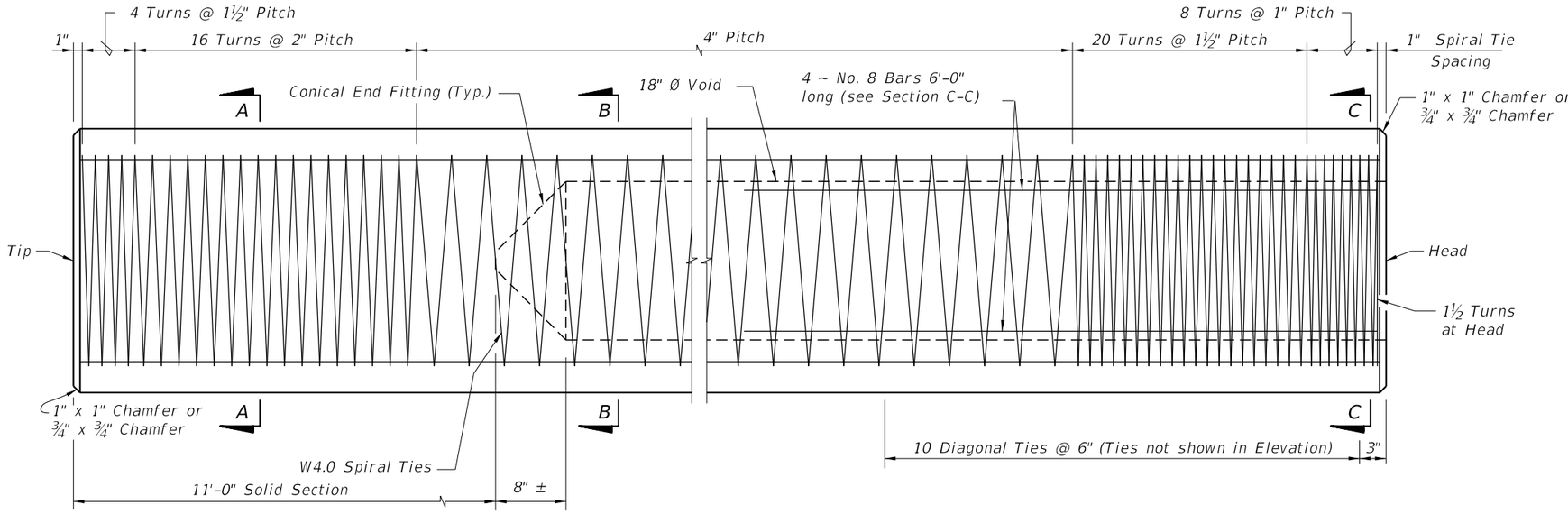


SECTION F-F
(See Drivable Preplanned Pile Splice Detail)

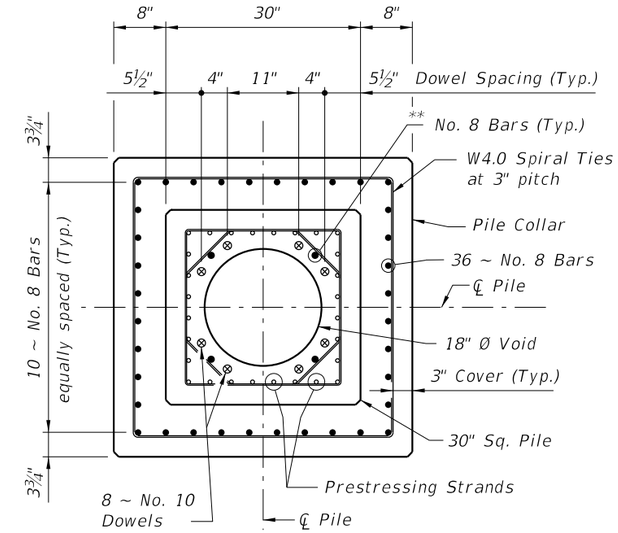
PILE SPLICE DETAILS

11/18/2019 4:07:06 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/15			FY 2020-21 STANDARD PLANS	30" SQUARE PRESTRESSED CONCRETE PILE	455-030	1 of 1

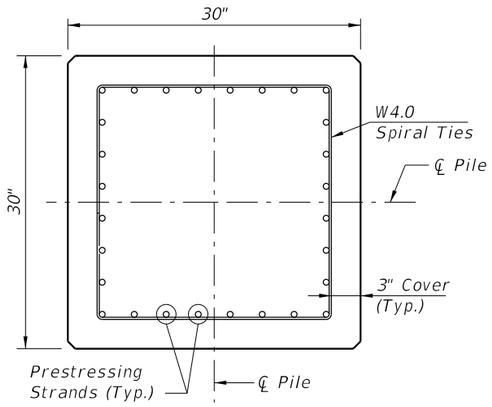


ELEVATION

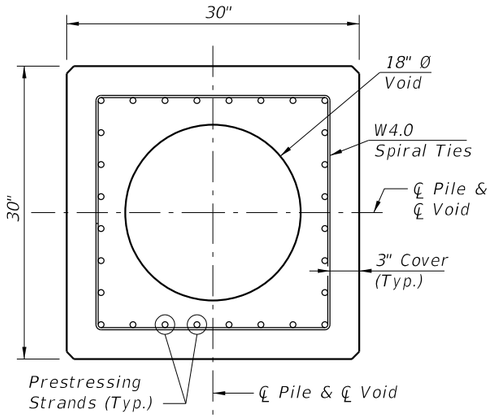


SECTION D-D
SECTION THRU PILE COLLAR

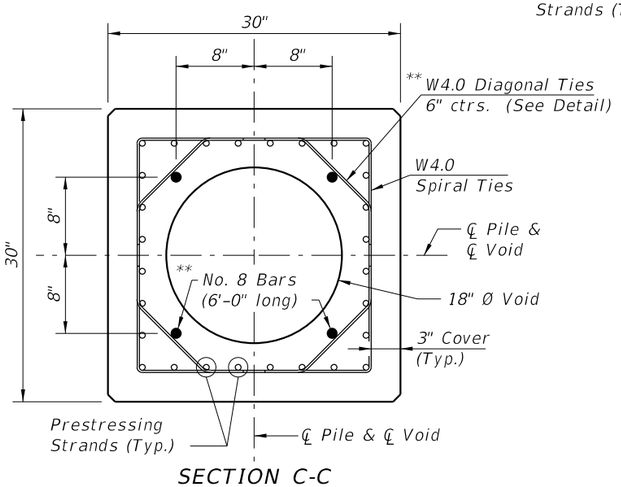
** Omit 4 ~ No. 8 Bars and Diagonal Ties in pre-planned mechanical splice.



SECTION A-A



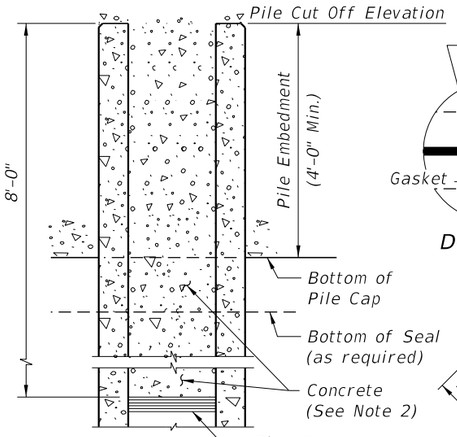
SECTION B-B



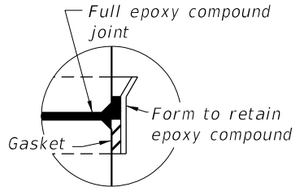
SECTION C-C

STRAND PATTERN

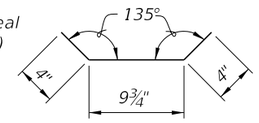
28 ~ 0.6" Ø, Grade 270 LRS, at 29.5 kips



SECTION THROUGH PILE AT PILE CAP

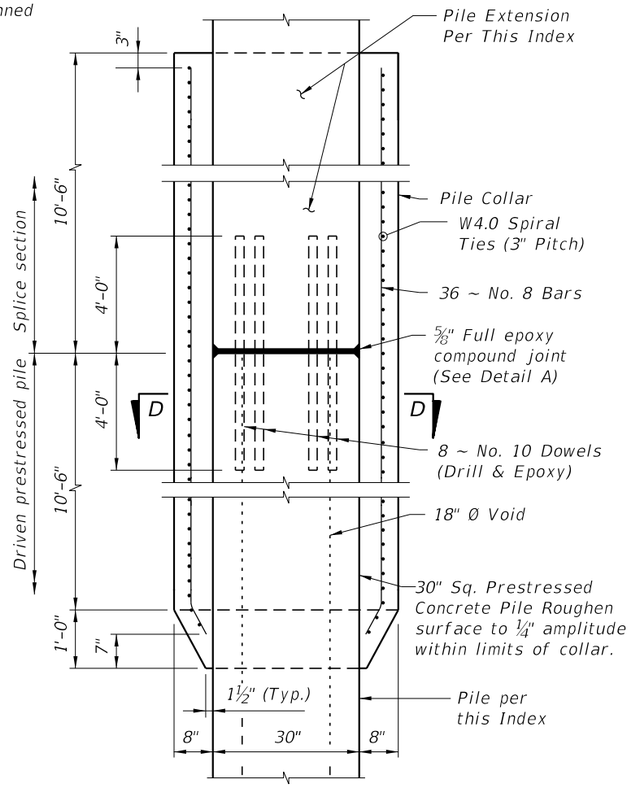


DETAIL A



W4.0 DIAGONAL TIE DETAIL

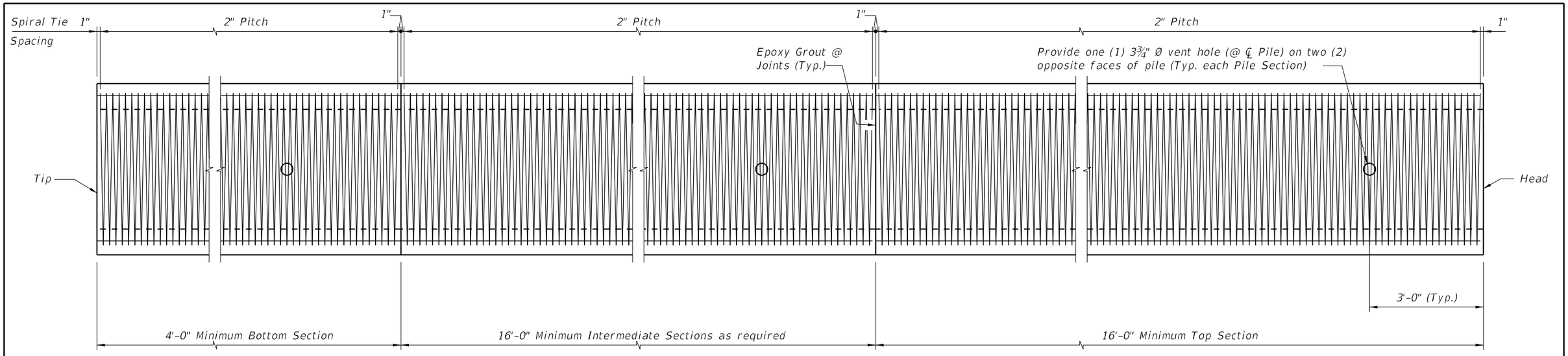
NOTES:
1. After the pile is driven and cut to grade, the top 8'-0" of the 18" Ø Void shall be filled with concrete. Prior to filling the top 8'-0" of the 18" Ø Void with concrete, strip the cardboard form material from the void and sand/water blast all interface surfaces. Seal void and fill with potable water for 4-5 hours. Remove water to a surface-saturated-dry condition prior to making the concrete pour. In lieu of the cardboard form material and the surface preparation requirements described above, a stay-in-place corrugated thin wall galvanized pipe may be used. The concrete fill material shall be of the same type and strength as called for in the pile cap and paid for as substructure concrete.
2. Collar concrete shall reach a strength of 6,000 psi before pile driving is resumed.
3. Work this Index with Index 455-001 – Typical Details and Notes for Square Prestressed Concrete Piles.



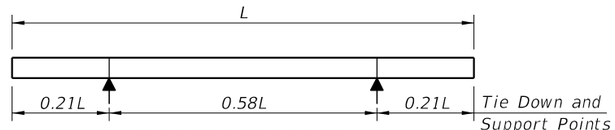
DETAIL OF PILE COLLAR FOR HIGH MOMENT CAPACITY 30" SQUARE PRESTRESSED PILE
-PILE SPLICE DETAIL-

11/18/2019 4:07:07 PM

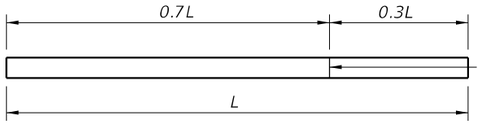
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	30" SQUARE PRESTRESSED CONCRETE PILE - HIGH MOMENT CAPACITY	INDEX	SHEET
07/01/15						455-031	1 of 1



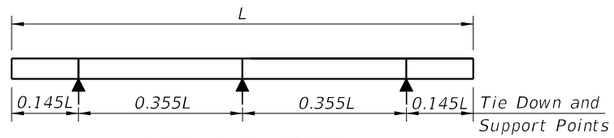
ELEVATION



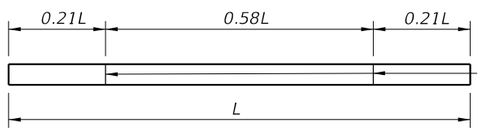
2-POINT SUPPORT



1-POINT PICK-UP

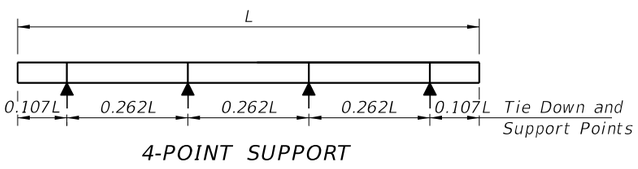


3-POINT SUPPORT



2-POINT PICK-UP

PILE PICK-UP DETAILS



4-POINT SUPPORT

STORAGE AND TRANSPORTATION SUPPORT DETAILS

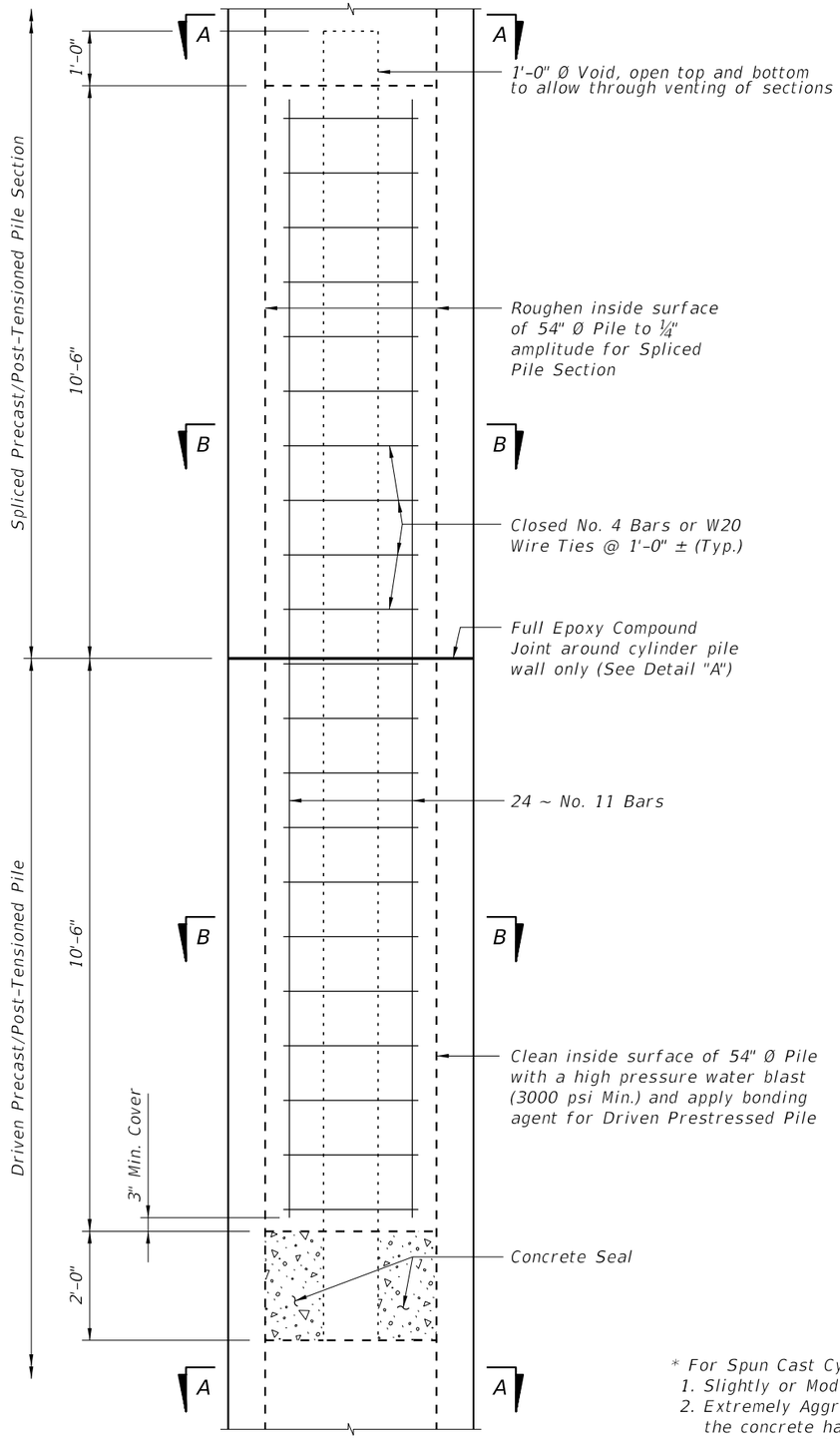
TABLE OF MAXIMUM PILE PICK-UP AND SUPPORT LENGTHS		
Maximum Pile Length (Feet)	Required Storage and Transportation Detail	Pick-Up Detail
119	2, 3, or 4 point	1 Point
170	2, 3, or 4 point	2 Point

NOTES

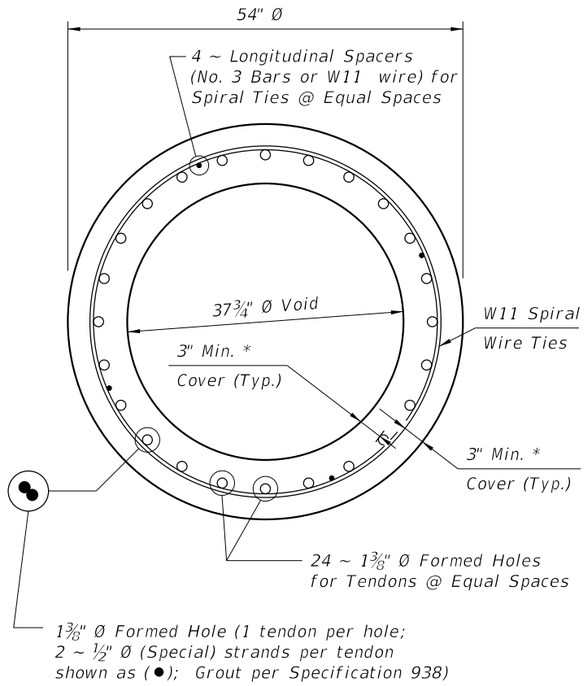
1. Work this Index with the Pile Data Table in the Structures Plans.
2. Concrete:
   - A. Piles: Class V (Special).
   - B. Splice: Class IV.
   - C. Silica Fume: See "GENERAL NOTES" in Structures Plans for locations where the use of silica fume, metakaolin or ultra-fine flyash is required.
3. Concrete Strength at time of prestress transfer:
   - A. Piles: 6,000 psi minimum.
4. Carbon-Steel Reinforcing:
   - A. Bars: Meet the requirements of Specification Section 415.
   - B. Prestressing Strands: Meet the requirements of Specification Section 933.
   - C. Tendons: Two seven-wire ½" dia. (Special) Grade 270, low-relaxation strands tensioned to 33.8 kips.
   - D. Protect all carbon-steel strands permanently exposed to the environment and not embedded under final conditions in accordance with Specification Section 450.
   - E. Spiral Ties:
     - a. One half turn is required for carbon-steel spiral splice.
     - b. One full turn is required at the pile head and tip.
5. Pile Splices:
   - A. Epoxy: Type AB Epoxy Compound or Mortar must meet the requirements of Specification Section 926.
     - a. Use a Type AB Epoxy Bonding Compound or Epoxy Mortar, as recommended by the Manufacturer, to form the joint between pile sections
     - b. Use a Type AB Epoxy Bonding Compound as a bonding agent on internal pile surfaces.
   - B. Driving: Resume pile driving after splice concrete reaches a minimum strength of 5,500 psi.
6. Mark piles at the pick-up points to indicate the proper points for attaching handling lines.

11/18/2019 4:07:08 PM

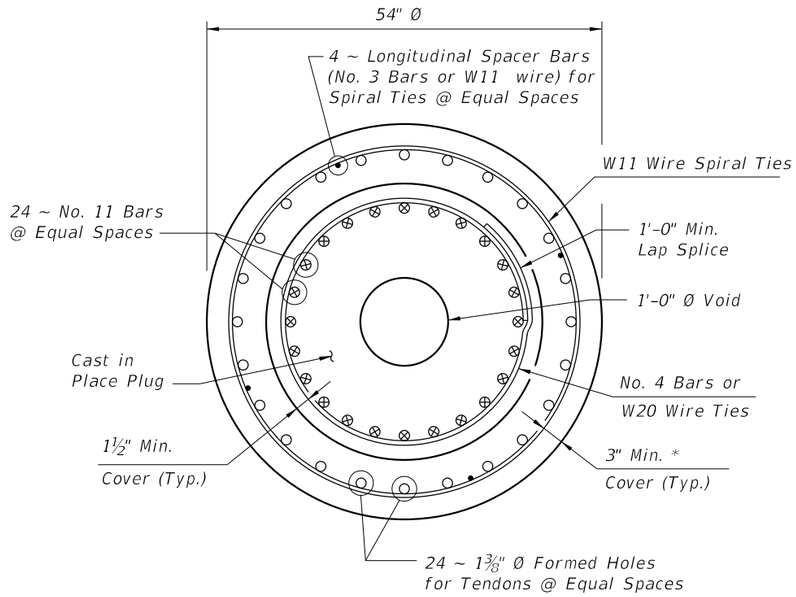
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT	FY 2020-21 STANDARD PLANS	54" PRECAST/POST-TENSIONED CONCRETE CYLINDER PILE	INDEX 455-054	SHEET 1 of 2



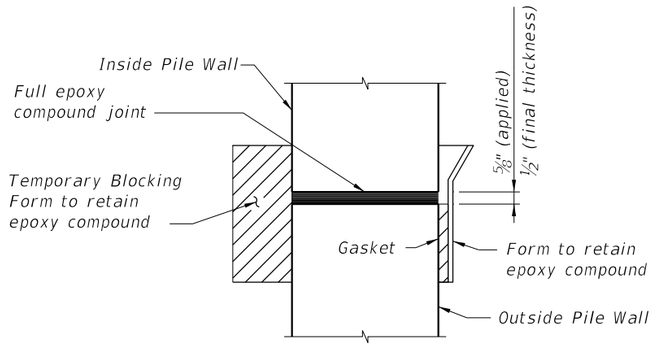
DRIVABLE UNFORESEEN FIELD SPLICE DETAIL
(Cast-In-Place Plug)



SECTION A-A



SECTION B-B

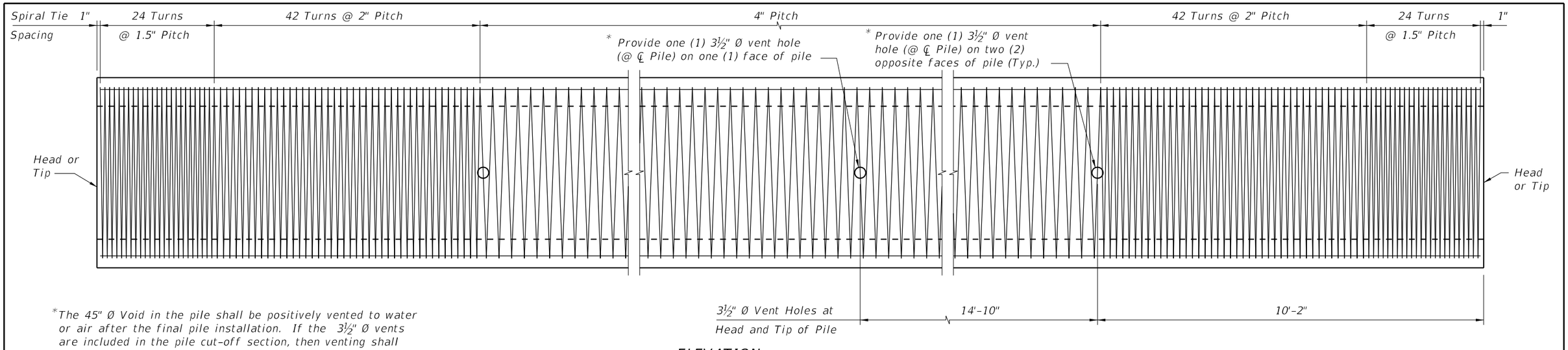


DETAIL "A"

* For Spun Cast Cylinder Piles, the following requirements for concrete cover apply:
1. Slightly or Moderately Aggressive Environments: The concrete cover may be reduced to 2 inches.
2. Extremely Aggressive Environments: The concrete cover may be reduced to 2 inches as long as the concrete has a documented chloride ion penetration apparent diffusion coefficient with a mean value of 0.005 in² per year or less; otherwise, a 3-inch concrete cover is required.

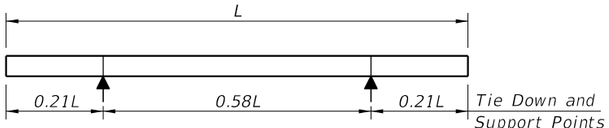
11/18/2019 4:07:09 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/13			FDOT FY 2020-21 STANDARD PLANS	54" PRECAST/POST-TENSIONED CONCRETE CYLINDER PILE	455-054	2 of 2

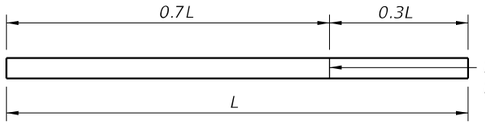


*The 45" Ø Void in the pile shall be positively vented to water or air after the final pile installation. If the 3½" Ø vents are included in the pile cut-off section, then venting shall be provided by the use of a 1" Ø PVC conduit through the substructure cap or column.

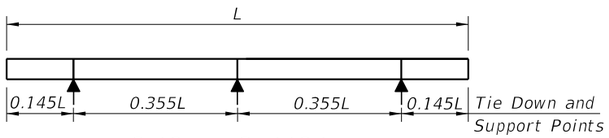
ELEVATION



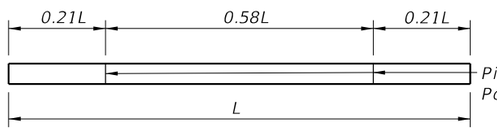
2-POINT SUPPORT



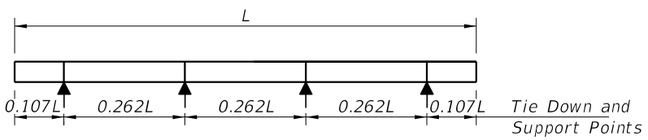
1-POINT PICK-UP



3-POINT SUPPORT



2-POINT PICK-UP



4-POINT SUPPORT

PILE PICK-UP DETAILS

STORAGE AND TRANSPORTATION SUPPORT DETAILS

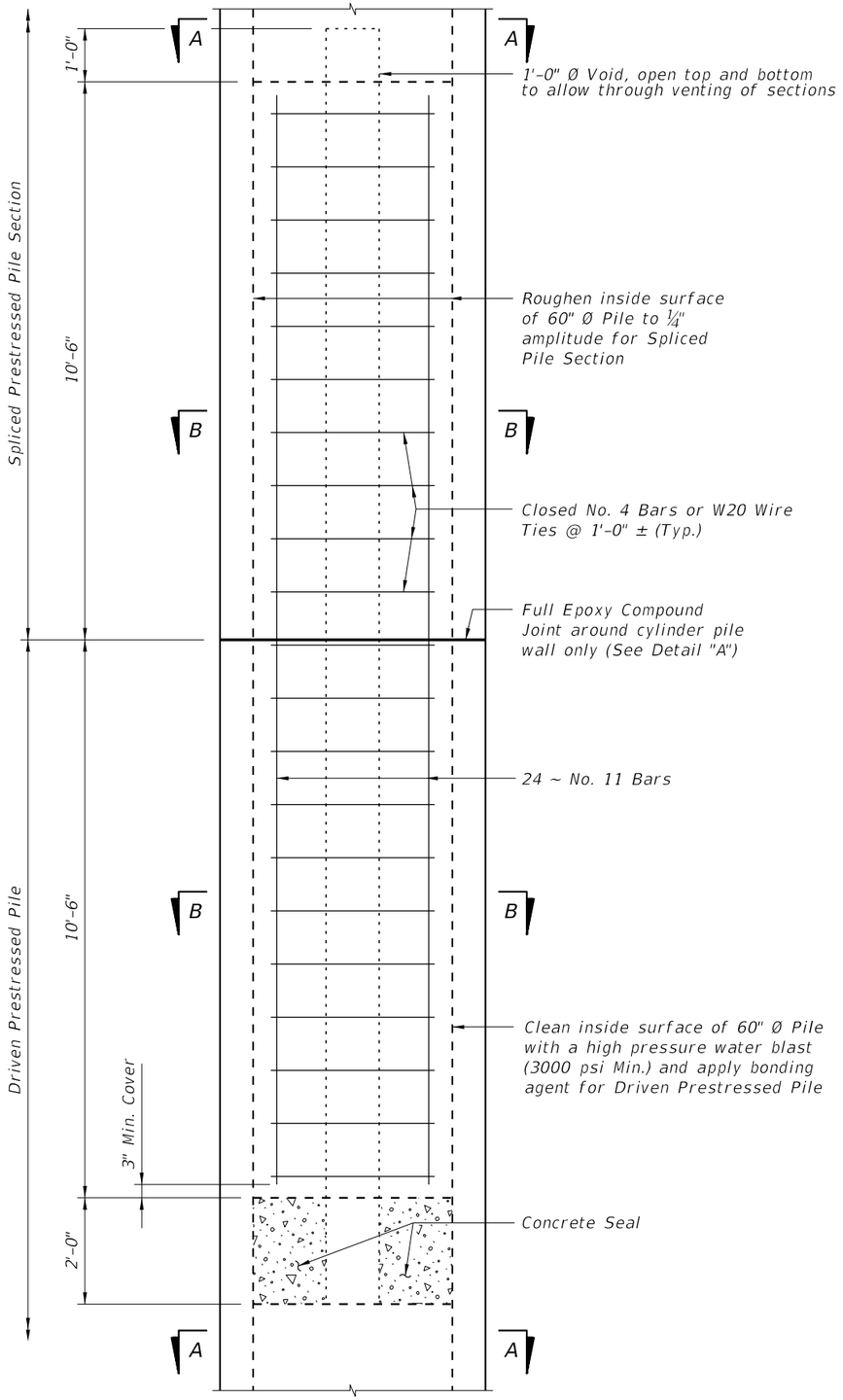
TABLE OF MAXIMUM PILE PICK-UP AND SUPPORT LENGTHS		
Maximum Pile Length (Feet)	Required Storage and Transportation Detail	Pick-Up Detail
122	2, 3, or 4 point	1 Point
174	2, 3, or 4 point	2 Point

NOTES

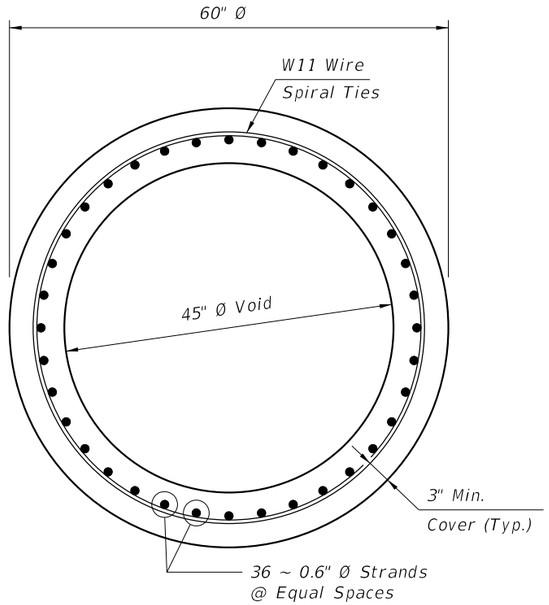
1. Work this Index with the Pile Data Table in the Structures Plans.
2. Concrete:
   - A. Piles: Class V (Special)
   - B. Splice Collar: Class IV
   - C. Silica Fume: See "GENERAL NOTES" in the Structures Plans for locations where the use of silica fume, metakaolin or ultra-fine flyash is required.
3. Concrete Strength at time of prestress transfer:
   - A. Piles: 4,000 psi minimum.
4. Carbon-Steel Reinforcing:
   - A. Bars: Meet the requirements of Specification Section 415
   - B. Prestressing Strands: Use 0.6 dia. carbon-steel, Grade 270, low-relaxation strand stressed to 44.0 kips that meets the requirements of Specification Section 933.
   - C. Protect all carbon-steel strands permanently exposed to the environment and not embedded under final conditions in accordance with Specification Section 450.
5. Spiral Ties:
   - A. One half turn is required for carbon-steel spiral splices
   - B. One full turn is required at the head and tip of each pile
6. Pile Splices:
   - A. Epoxy: Type AB Epoxy Compound or Epoxy Mortar must meet the requirements of Specification Section 926.
     - a. Use a Type AB Epoxy Bonding Compound or Epoxy Mortar, as recommended by the Manufacturer, to form the joint between pile sections.
     - b. Use a Type AB Epoxy Bonding Compound as a bonding agent on internal pile surfaces.
   - B. Splices: Resume pile driving after the splice concrete reaches a minimum strength of 5,500 psi.
7. Mark piles at the pick-up points to indicate the proper points for attaching handling lines.

11/18/2019 4:07:10 PM

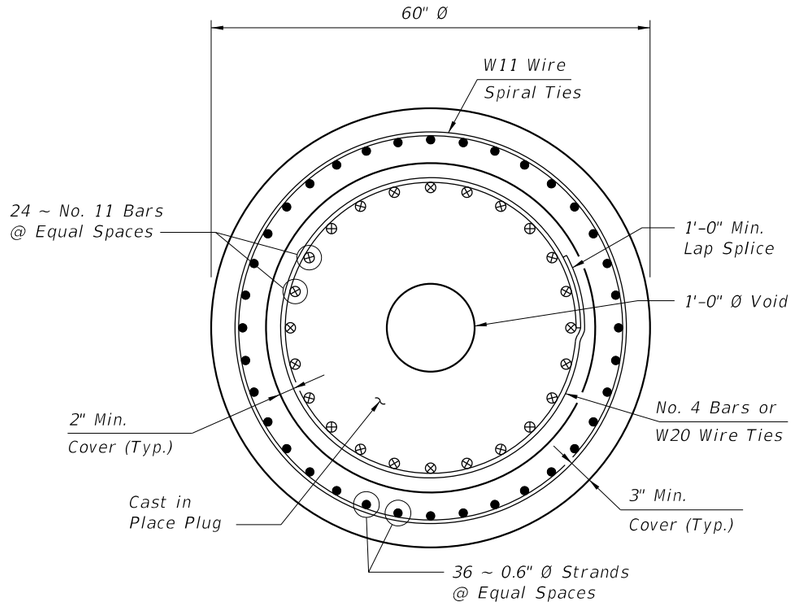
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	60" PRESTRESSED CONCRETE CYLINDER PILE	INDEX	SHEET
11/01/16						455-060	1 of 2



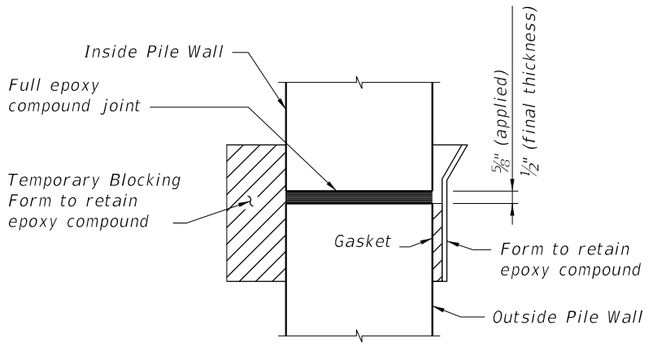
DRIVABLE UNFORESEEN FIELD SPLICE DETAIL
(Cast in Place Plug)



SECTION A-A



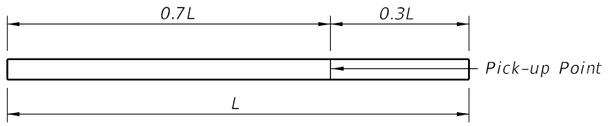
SECTION B-B



DETAIL "A"

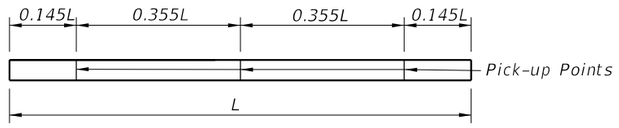
11/18/2019 4:07:11 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	60" PRESTRESSED CONCRETE CYLINDER PILE	INDEX	SHEET
01/01/12						455-060	2 of 2



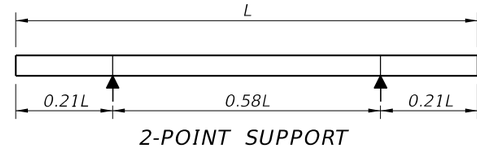
1-POINT PICK-UP

2-POINT PICK-UP

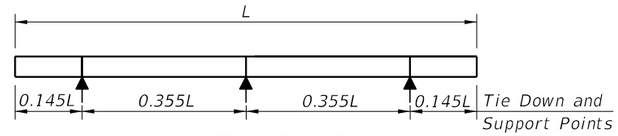


3-POINT PICK-UP

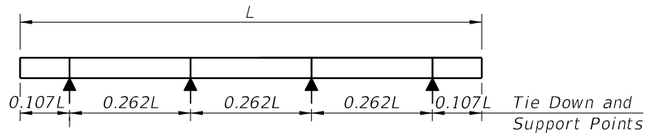
PILE PICK-UP DETAILS



2-POINT SUPPORT



3-POINT SUPPORT



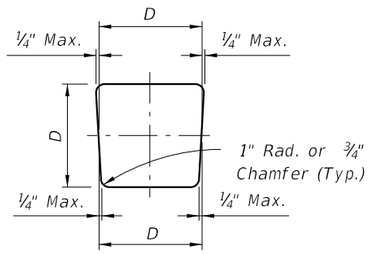
4-POINT SUPPORT

STORAGE AND TRANSPORTATION SUPPORT DETAILS

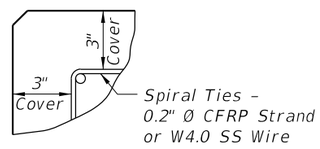
PRESTRESSED CONCRETE PILE NOTES:

1. Work this Index with the Square Prestressed Concrete Pile Splices (Index 455-102), the Prestressed Concrete Pile Standards (Index 455-112, 455-114, 455-118, 455-124, 455-130, and the Pile Data Table in the Structures Plans.
2. Concrete:
   - A. Piles: Class V (Special)
   - B. Silica Fume: See "GENERAL NOTES" in the Structures Plans for locations where the use of silica fume, metakaolin or ultra-fine flyash is required for options using stainless steel strand and reinforcing.
3. Concrete strength at time of prestress transfer:
   - A. Piles: 4,000 psi minimum.
4. Reinforcing:
   - A. Bars:
     - a. Stainless Steel: Meet the requirements of Specification Section 931 for Type 304, Grade 75.
     - b. Carbon FRP: Meet the requirements of Specification Section 932.
   - B. Prestressing Strands:
     - a. Stainless Steel: Seven-wire HSSS, UNS S32205 (Type 2205) or UNS S31803 strand, meeting the requirements of Specification Section 933.
     - b. Carbon FRP: Meet the requirements of Specification Section 933.
5. Spiral Ties:
   - A. Tie each wrap of the spiral strand to a minimum of two corner strands.
   - B. One full turn required for spiral splices.
6. Pile Splices: Fill dowel holes and form the joint between pile sections with a Type AB Epoxy Compound in accordance with Specification Section 926. Use an Epoxy Bonding Compound or an Epoxy Mortar as recommended by the Manufacturer.

TABLE OF MAXIMUM PILE PICK-UP AND SUPPORT LENGTHS							
	D = Square Pile Size (inches)					Required Storage and Transportation Detail	Pick-Up Detail
	12	14	18	24	30		
Maximum Pile Length (Feet)	48	52	59	68	87	2, 3, or 4 point	1 Point
	69	75	85	98	124	2, 3, or 4 point	2 Point
	99	107	121	140	178	3 or 4 point	3 Point



TYPICAL PILE SHAPE FOR MOLD FORMS



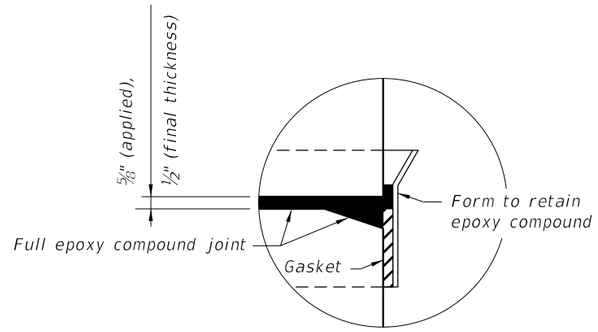
DETAIL SHOWING TYPICAL COVER

11/18/2019 4:07:14 PM

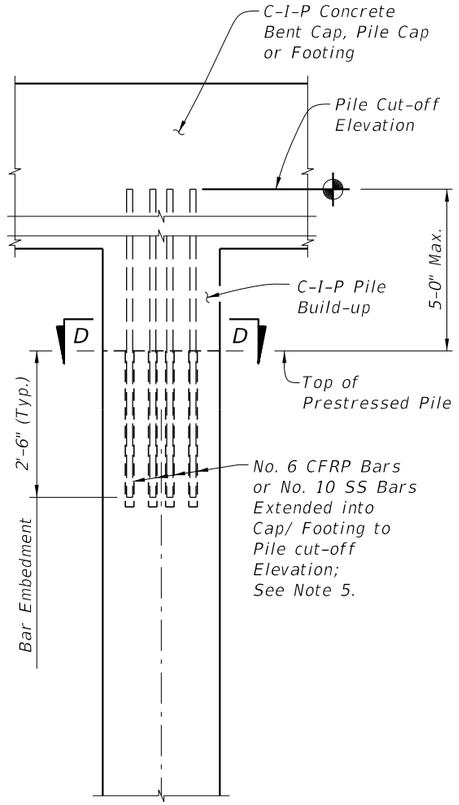
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT	FY 2020-21 STANDARD PLANS	SQUARE CFRP & SS PRESTRESSED CONCRETE PILES - TYPICAL DETAILS & NOTES	INDEX 455-101	SHEET 1 of 1

NOTES:

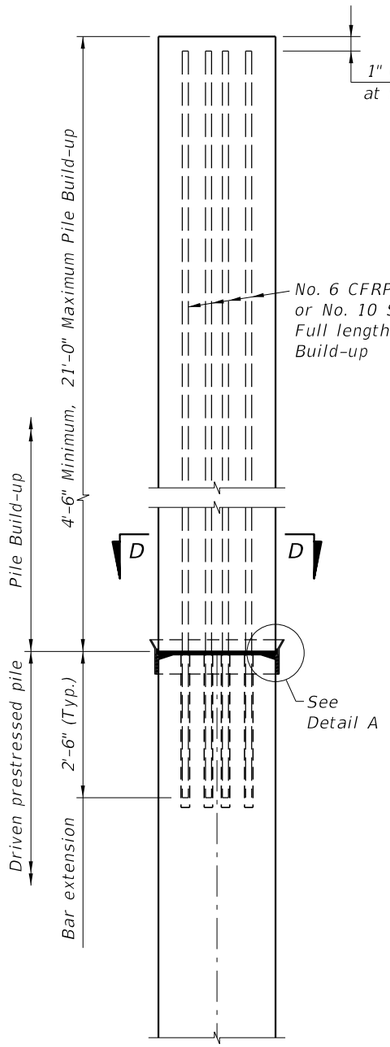
1. For Sections D-D, & E-E, see Index 455-112, 455-114, 455-118, 455-124 or 455-130 for applicable concrete pile size and Pile Splice Reinforcement Details.
2. Prestressing strands, spiral ties and/or reinforcement are not shown for clarity.
3. In cases where pile splices are desired due to length limitations in shipping and/or handling, the "Drivable Preplanned Prestressed Precast Splice Detail" shall be used.
4. When preformed dowel holes are utilized, the 1" spiral tie pitch shall be continued to 4'-0" below the head of the pile, See Index 455-118, 455-124. Preformed holes shall utilize either removable preforming material or stay-in-place corrugated galvanized steel ducts. Stay-in-place ducts shall be fabricated from galvanized sheet steel meeting the requirements of ASTM A653, Coating Designation G90, 26 gauge. Ducts shall be 1½" diameter for CFRP Bars, and 2" diameter for SS Bars with a minimum corrugation (rib) height of 0.12 in. Ducts shall be fabricated with either welded or interlocked seams. Galvanizing of welded seams will not be required.
5. For tension piles where top of Prestressed Pile is less than 3 feet below Pile Cut-off Elevation, extend No. 6 CFRP Bars or No. 10 SS into cap beyond Pile Cut-off Elevation to achieve development as approved by the Engineer.



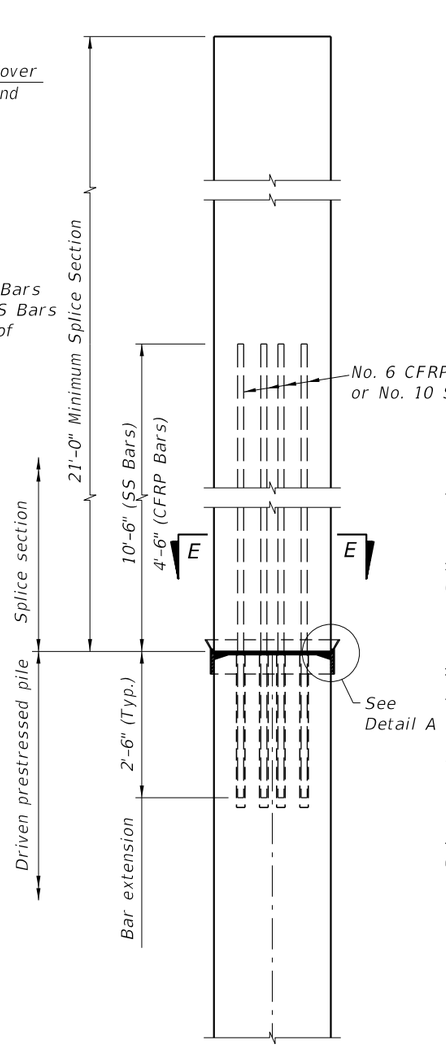
DETAIL A



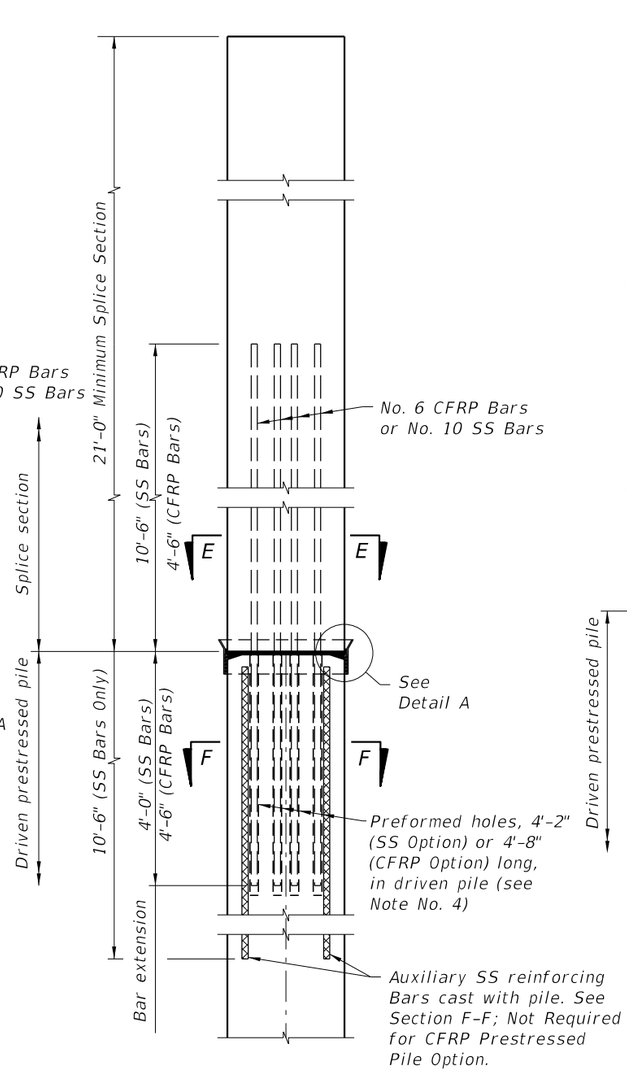
UNFORESEEN
REINFORCED C-I-P
PILE BUILD-UP DETAIL



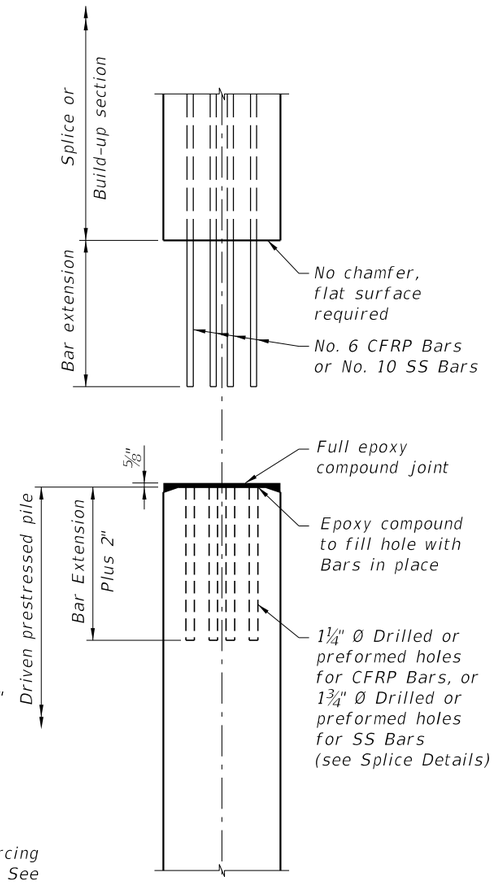
NONDRIVABLE UNFORESEEN
REINFORCED PRECAST
PILE BUILD-UP DETAIL



DRIVABLE UNFORESEEN
PRESTRESSED PRECAST
PILE SPLICE DETAIL



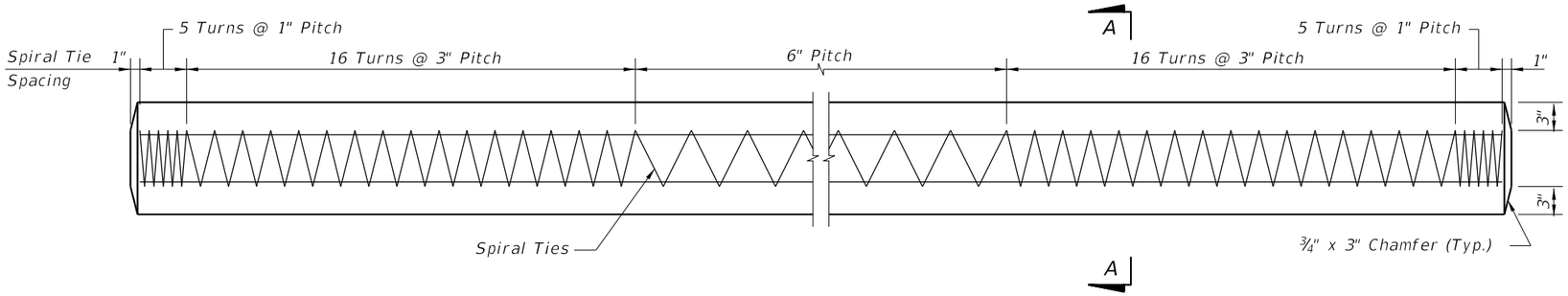
DRIVABLE PREPLANNED
PRESTRESSED PRECAST
PILE SPLICE DETAIL



TYPICAL SPLICE
BEFORE BONDING

11/18/2019 4:07:16 PM

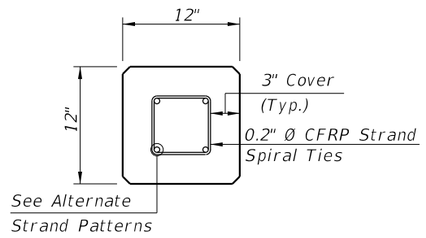
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/16			FDOT FY 2020-21 STANDARD PLANS	SQUARE CFRP & SS PRESTRESSED CONCRETE PILE SPLICES	455-102	1 of 1



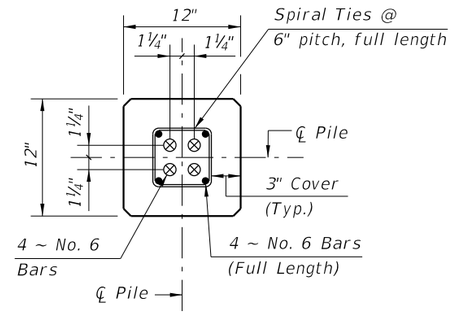
ELEVATION

ALTERNATE STRAND PATTERNS

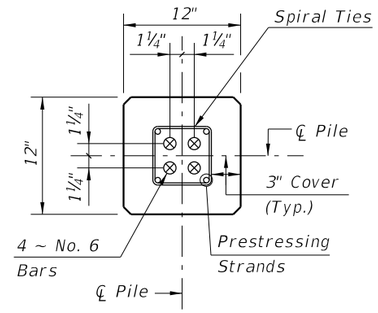
4 ~ 0.6" Ø, CFRP 7-Strand, at 42 kips
4 ~ ½" Ø, CFRP Single-Strand, at 41 kips



SECTION A-A



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E
(See Drivable Unforeseen Prestressed Precast Pile Splice Detail)

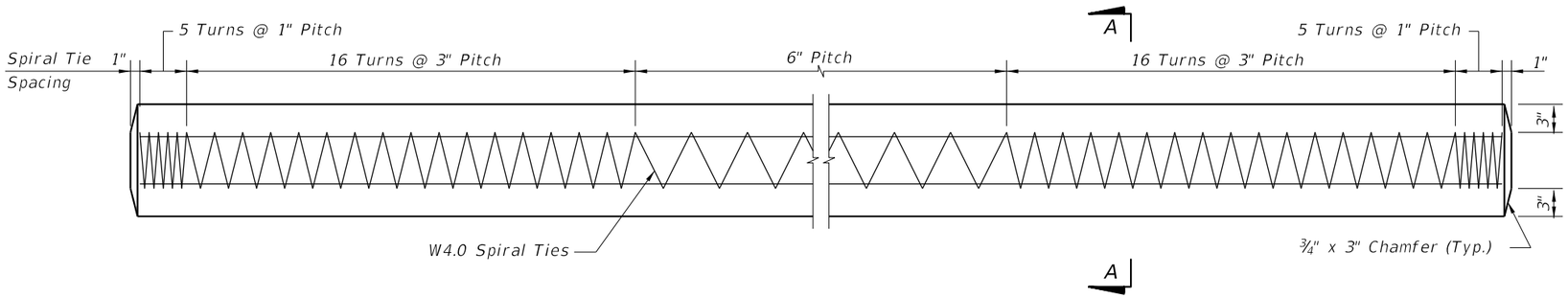
CFRP PILE SPLICE REINFORCEMENT DETAILS

NOTES:
1. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized.

CFRP PRESTRESSED PILE DETAILS

11/18/2019 4:07:17 PM

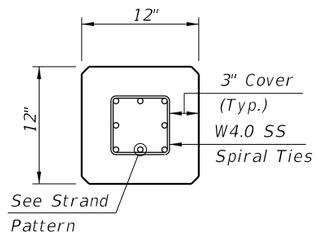
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	12" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	INDEX	SHEET
11/01/16						455-112	1 of 2



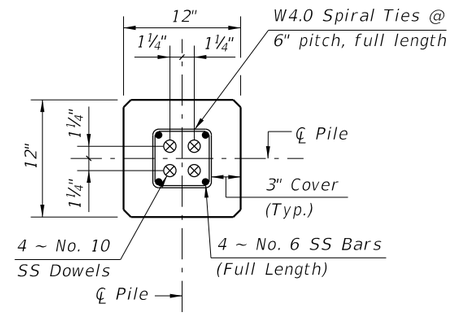
ELEVATION

STRAND PATTERN

8 ~ ½" Ø, HSSS at 24 kips

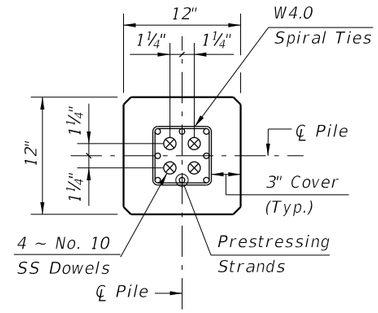


SECTION A-A



SECTION D-D

(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E

(See Drivable Unforeseen Prestressed Precast Pile Splice Detail)

SS PILE SPLICE REINFORCEMENT DETAILS

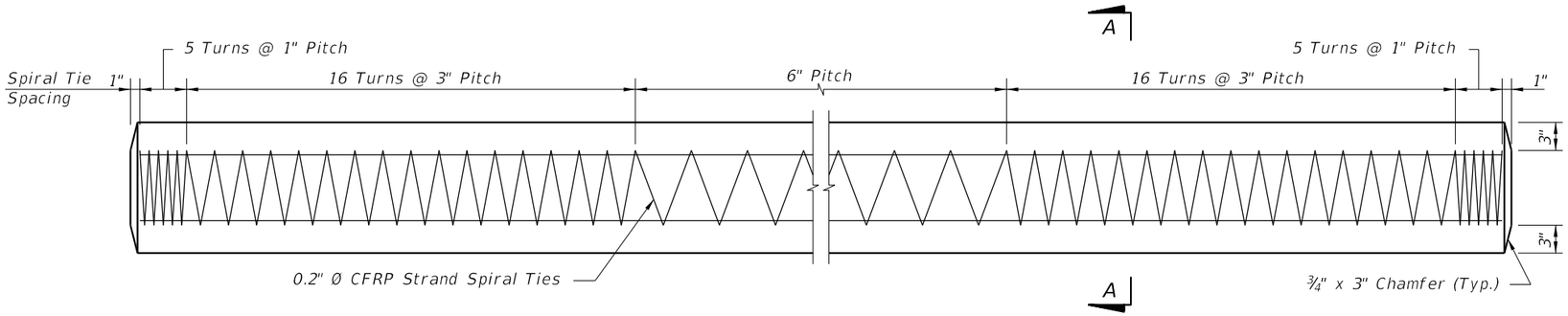
NOTES:

1. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Strand Patterns may be utilized.
   The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.

SS PRESTRESSED PILE DETAILS

11/18/2019 4:07:18 PM

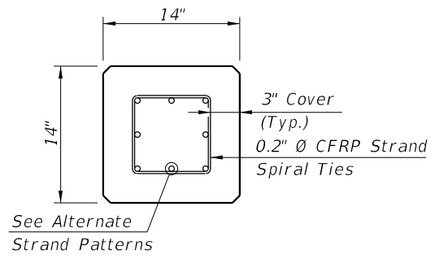
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/16			FDOT FY 2020-21 STANDARD PLANS	12" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	455-112	2 of 2



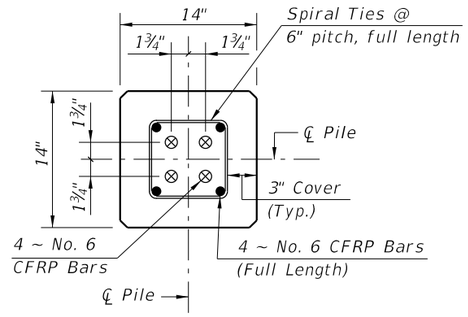
ELEVATION

ALTERNATE STRAND PATTERNS

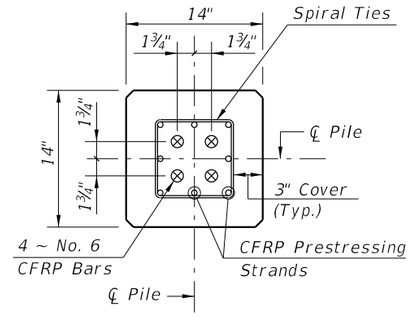
8 ~ 0.6" Ø, CFRP 7-Strand, at 31.5 kips
8 ~ ½" Ø, CFRP Single-Strand, at 30.5 kips



SECTION A-A



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E
(See Drivable Unforeseen Prestressed Precast Pile Splice Detail)

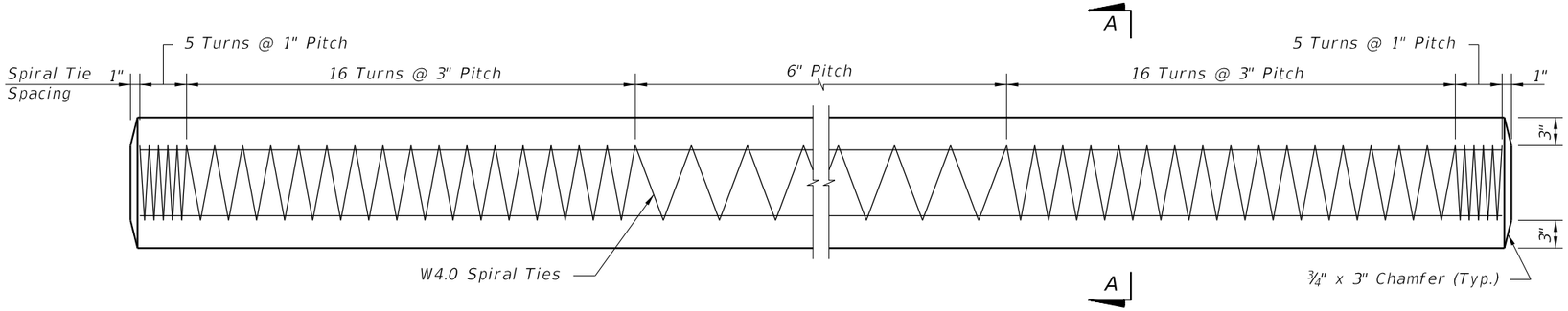
CFRP PILE SPLICE REINFORCEMENT DETAILS

NOTES:
1. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized.
   The strands shall be located as follows:
   Place one strand at each corner and equally space the remaining strands between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.

CFRP PRESTRESSED PILE DETAILS

11/18/2019 4:07:19 PM

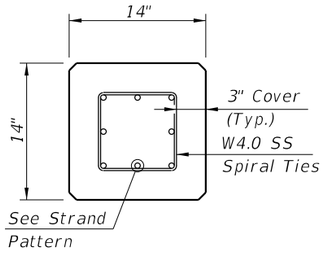
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	14" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	INDEX	SHEET
11/01/16						455-114	1 of 2



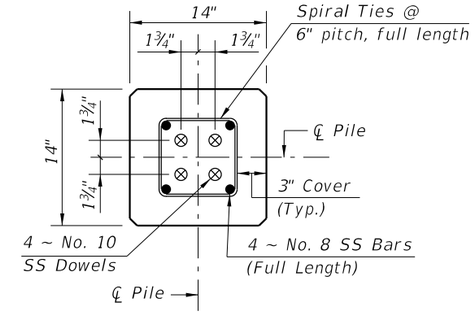
ELEVATION

STRAND PATTERN

12 ~ ½" Ø, HSSS at 23 kips

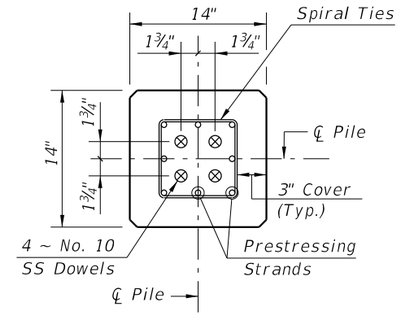


SECTION A-A



SECTION D-D

(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E

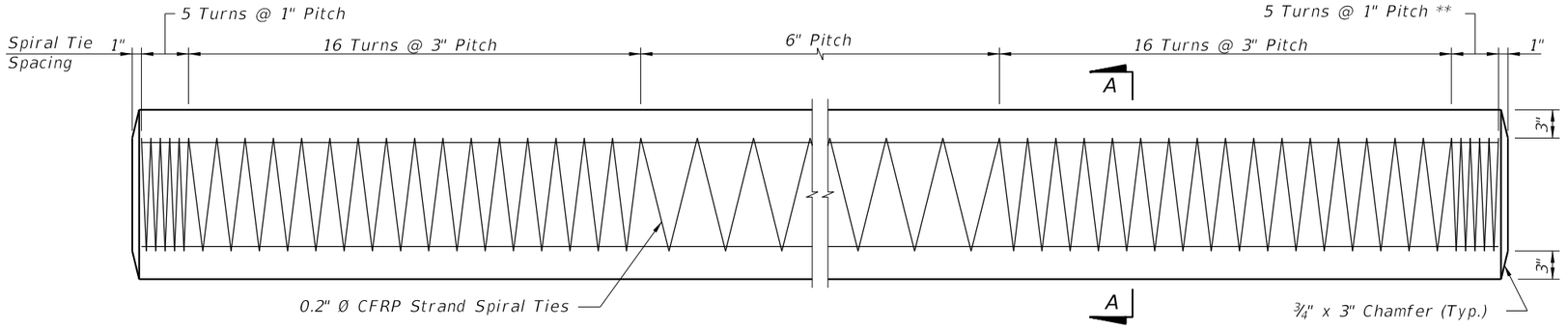
(See Drivable Unforeseen Prestressed Precast Splice Detail)

SS PILE SPLICE REINFORCEMENT DETAILS

NOTES:

1. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.

SS PRESTRESSED PILE DETAILS

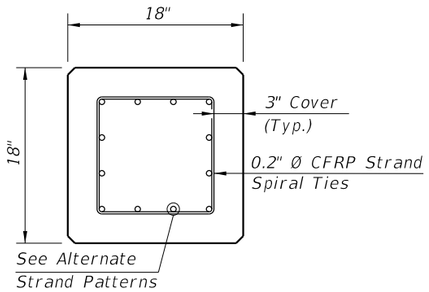


ELEVATION

** See Note 4 on Index 455-102

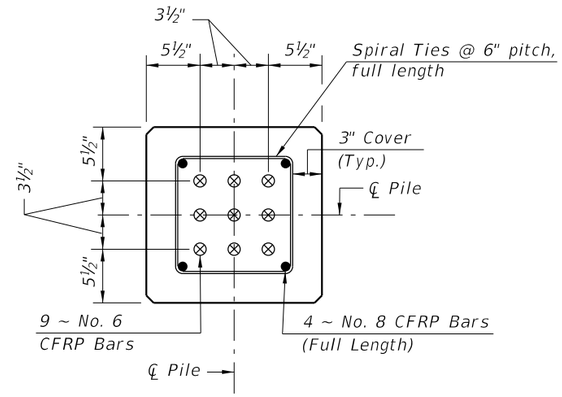
ALTERNATE STRAND PATTERNS

12 ~ 0.6" Ø, CFRP 7-Strand, at 34 kips
12 ~ ½" Ø, CFRP Single-Strand, at 33 kips

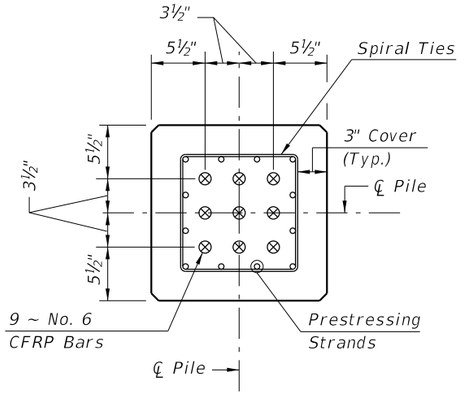


SECTION A-A

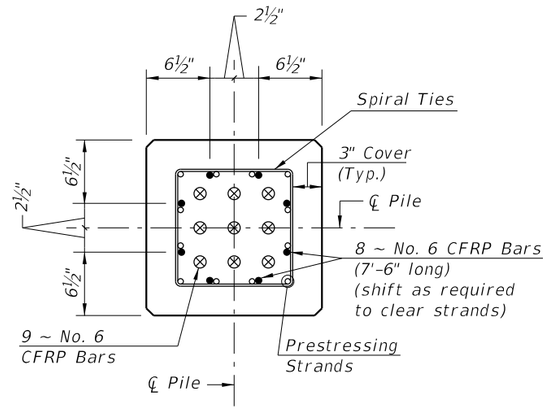
NOTES:
1. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Strand Patterns may be utilized.
   The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E
(See Drivable Prestressed Precast Splice Detail)



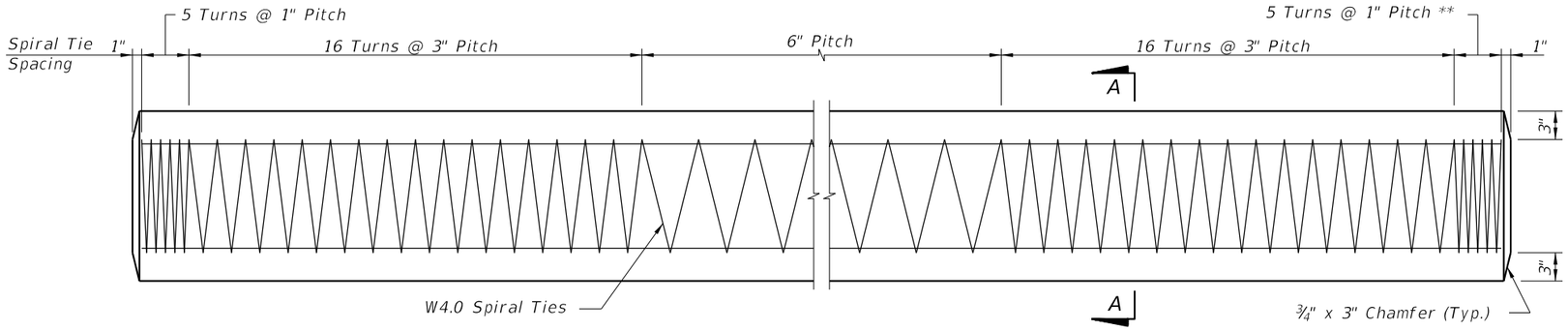
SECTION F-F
(See Drivable Preplanned Prestressed Precast Splice Detail)

CFRP PILE SPLICE REINFORCEMENT DETAILS

11/18/2019 4:07:21 PM

CFRP PRESTRESSED PILE DETAILS

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	18" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	INDEX	SHEET
11/01/16						455-118	1 of 2

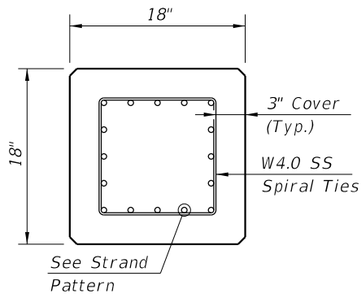


ELEVATION

** See Note 4 on Index 455-102

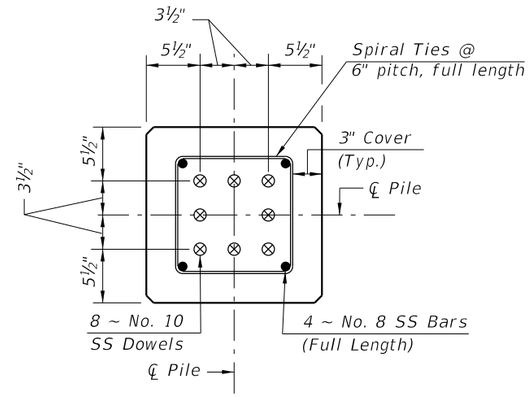
STRAND PATTERN

16 ~ ½" Ø, HSSS, at 26 kips



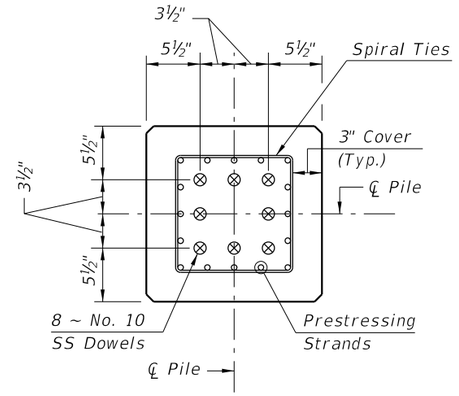
SECTION A-A

NOTES:
1. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Strand Patterns may be utilized. The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.



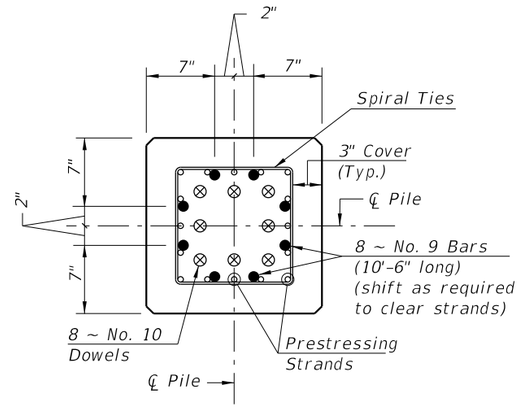
SECTION D-D

(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E

(See Drivable Prestressed Precast Splice Detail)



SECTION F-F

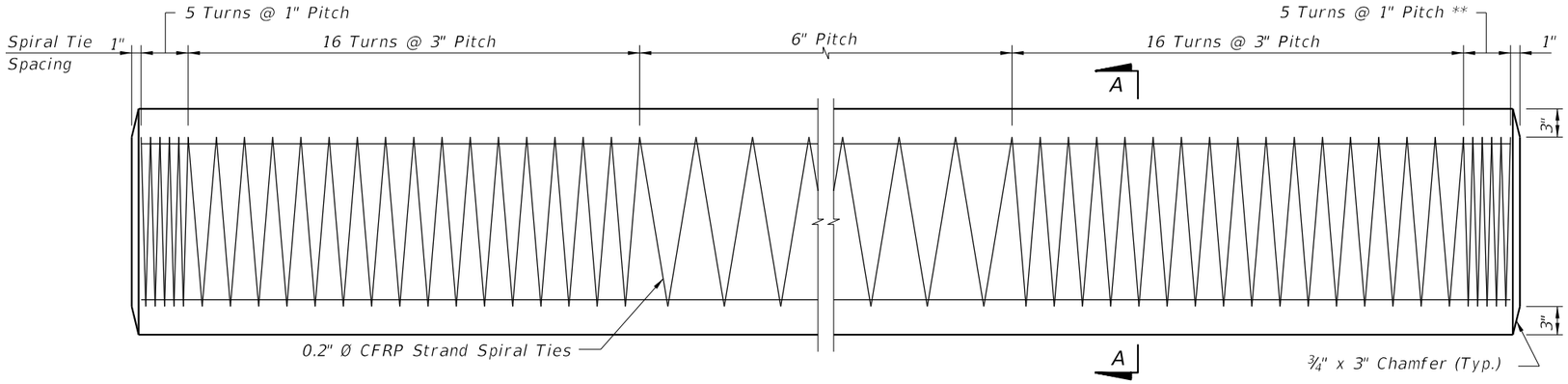
(See Drivable Preplanned Predtresses Precast Splice Detail)

SS PILE SPLICE REINFORCEMENT DETAILS

SS PRESTRESSED PILE DETAILS

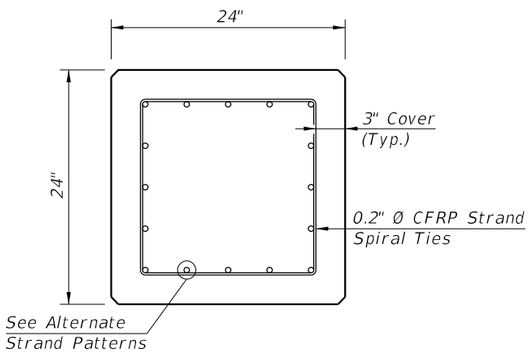
11/18/2019 4:07:22 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/16			FY 2020-21 STANDARD PLANS	18" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	455-118	2 of 2



SPIRAL TIE ELEVATION

** See Note 4 on Index 455-102

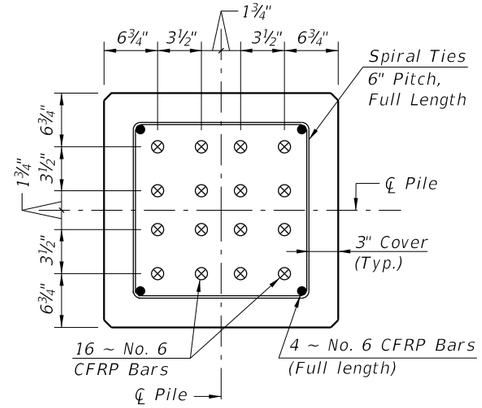


SECTION A-A

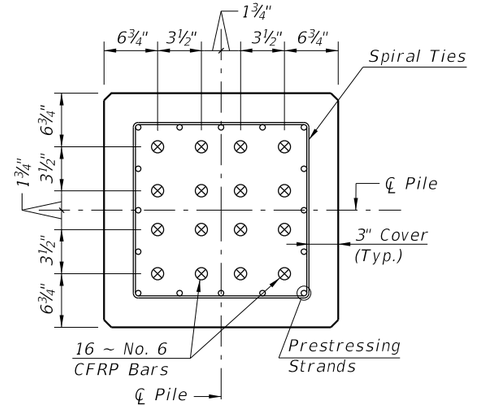
ALTERNATE STRAND PATTERNS

16 ~ 0.6" Ø, CFRP 7-Strand, at 42 kips
16 ~ ½" Ø, CFRP Single-Strand, at 41 kips

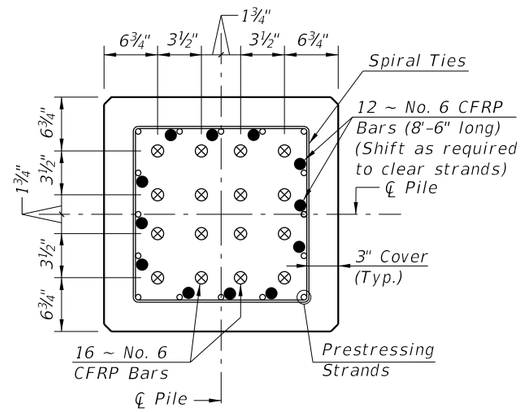
NOTES:
1. Work this Index with Index 455-101 - Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 - Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Strand Patterns may be utilized.
   The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E
(See Drivable Prestressed Precast Pile Splice Detail)



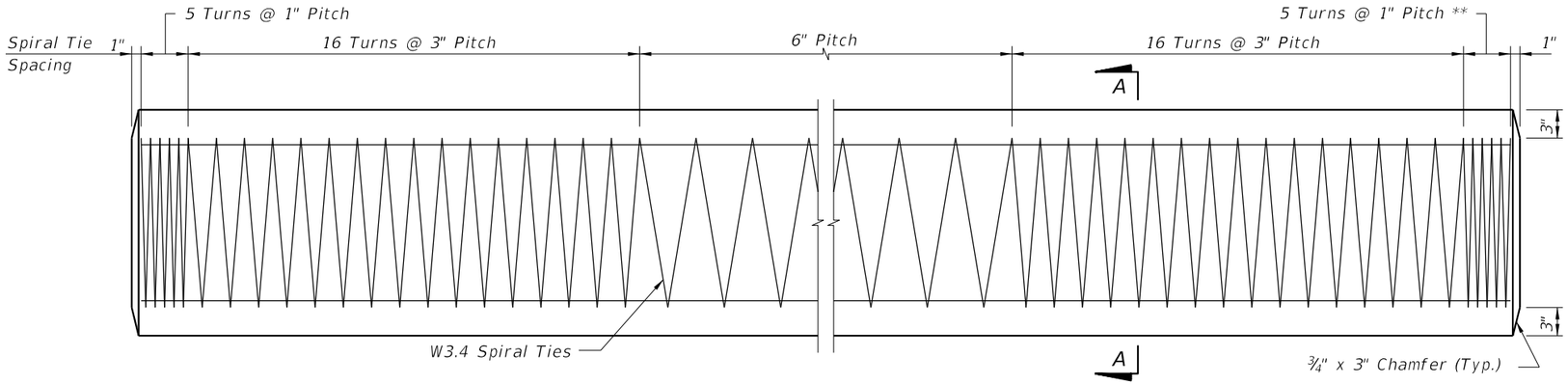
SECTION F-F
(See Drivable Preplanned Prestressed Precast Pile Splice Detail)

CFRP PILE SPLICE REINFORCEMENT DETAILS

11/18/2019 4:07:23 PM

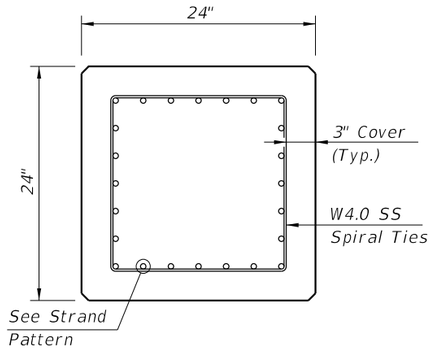
CFRP PRESTRESSED PILE DETAILS

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	24" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	INDEX	SHEET
11/01/16						455-124	1 of 2



ELEVATION

** See Note 4 on Index 455-102



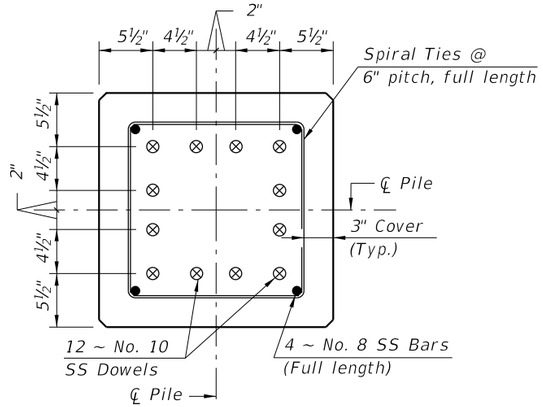
SECTION A-A

STRAND PATTERN

28 ~ ½" Ø, HSSS at 26 kips

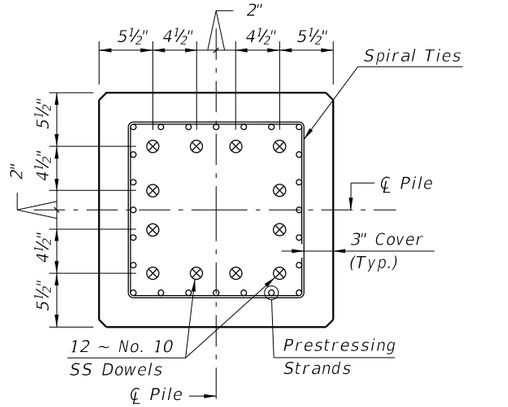
NOTES:

1. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.
2. Any of the given Strand Patterns may be utilized.
   The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.



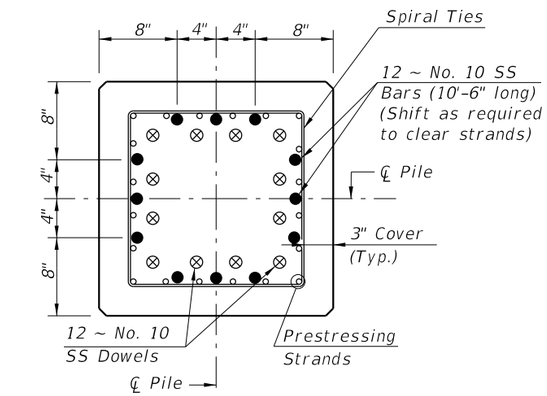
SECTION D-D

(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E

(See Drivable Prestressed Precast Pile Splice Detail)



SECTION F-F

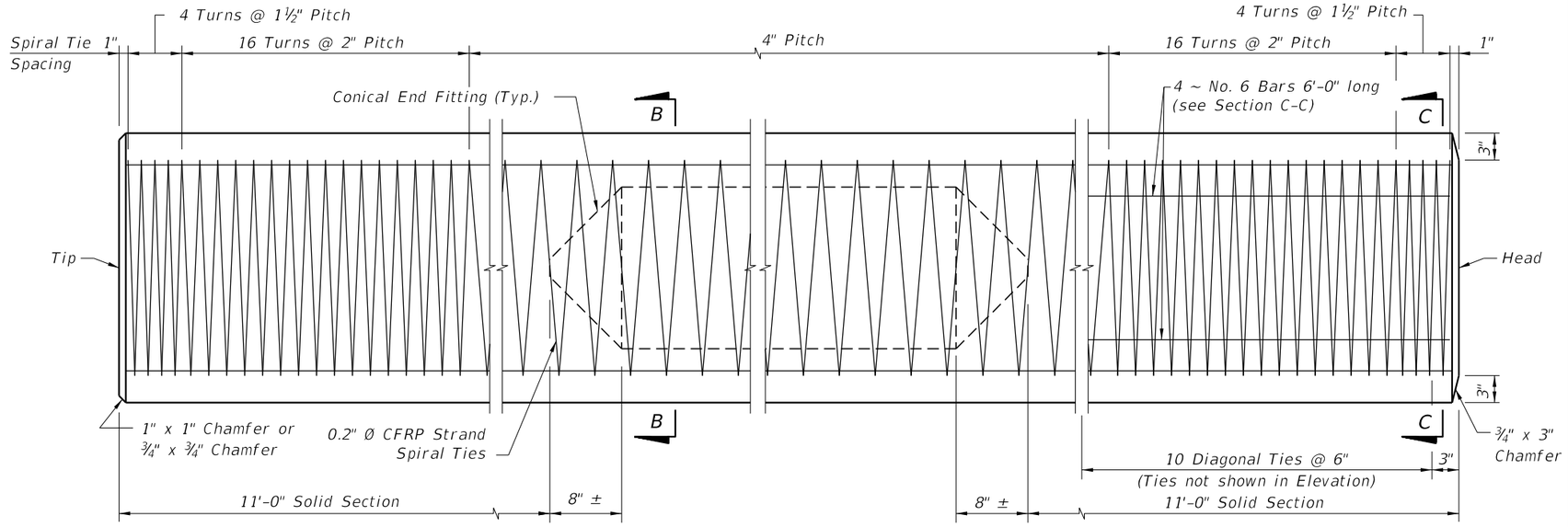
(See Drivable Preplanned Pile Splice Detail)

SS PILE SPLICE REINFORCEMENT DETAILS

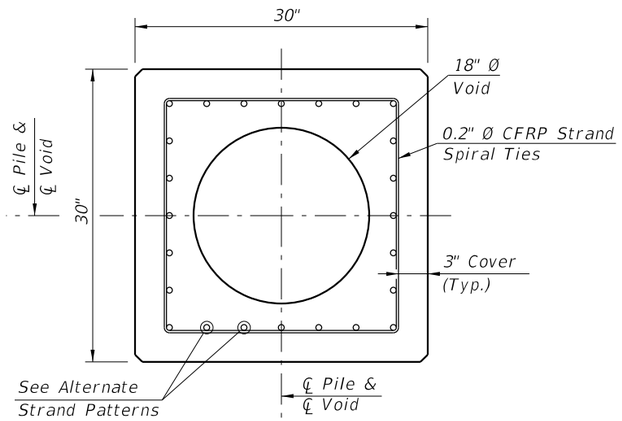
SS PRESTRESSED PILE DETAILS

11/18/2019 4:07:24 PM

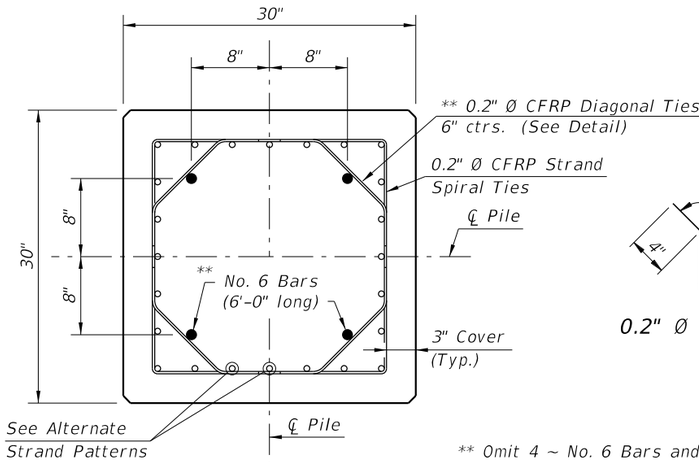
LAST REVISION	REVISION	DESCRIPTION:				
01/01/16			FDOT FY 2020-21 STANDARD PLANS	24" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	INDEX 455-124	SHEET 2 of 2



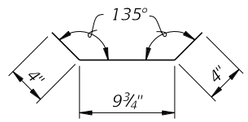
ELEVATION



SECTION B-B
(See Pile Splice Reinforcement Details)



SECTION C-C
(See Pile Splice Reinforcement Details)



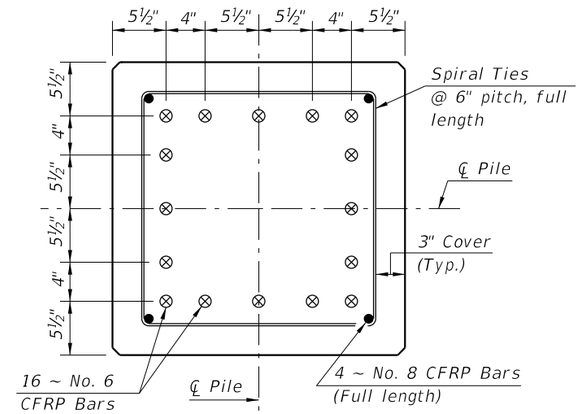
0.2" Ø DIAGONAL TIE DETAIL

** Omit 4 ~ No. 6 Bars and Diagonal Ties in pre-planned mechanical splice.

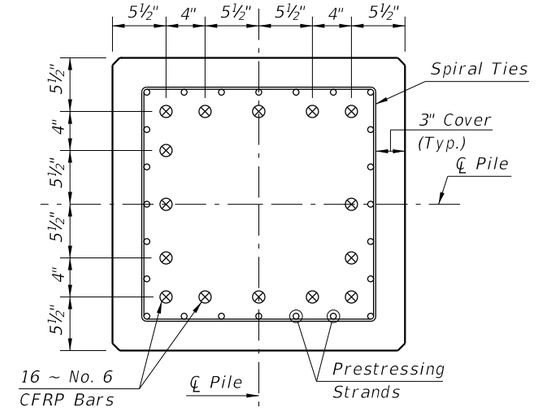
ALTERNATE STRAND PATTERNS

20 ~ 0.6" Ø, CFRP 7-Strand at 38 kips
20 ~ ½" Ø, CFRP Single-Strand at 37 kips

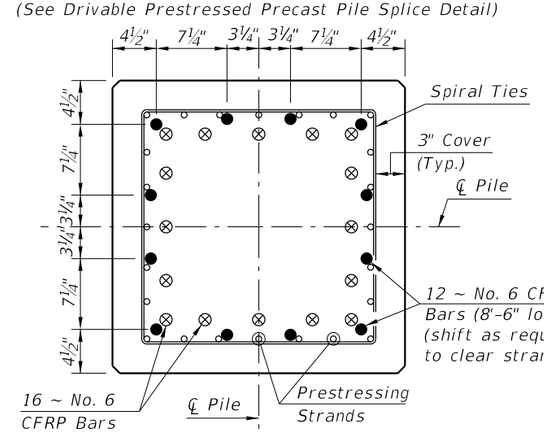
NOTES:
1. Any of the given Strand Patterns may be utilized. The strands shall be located as follows: Place one strand at each corner and place the remaining strands equally spaced between the corner strands. The total strand pattern shall be concentric with the nominal concrete section of the pile.
2. CONTRACTOR OPTION: The 30" pile may be cast SOLID by omitting the 18" Ø void. In this event, the Contractor shall submit calculations for approval and a proposed strand configuration that provide net prestressing after losses equal to 1000 psi. Alternate configurations for the Diagonal Ties, to maintain the position of the 4 ~ #6 Bars, may be approved by the Engineer.
3. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E
(See Drivable Prestressed Precast Pile Splice Detail)



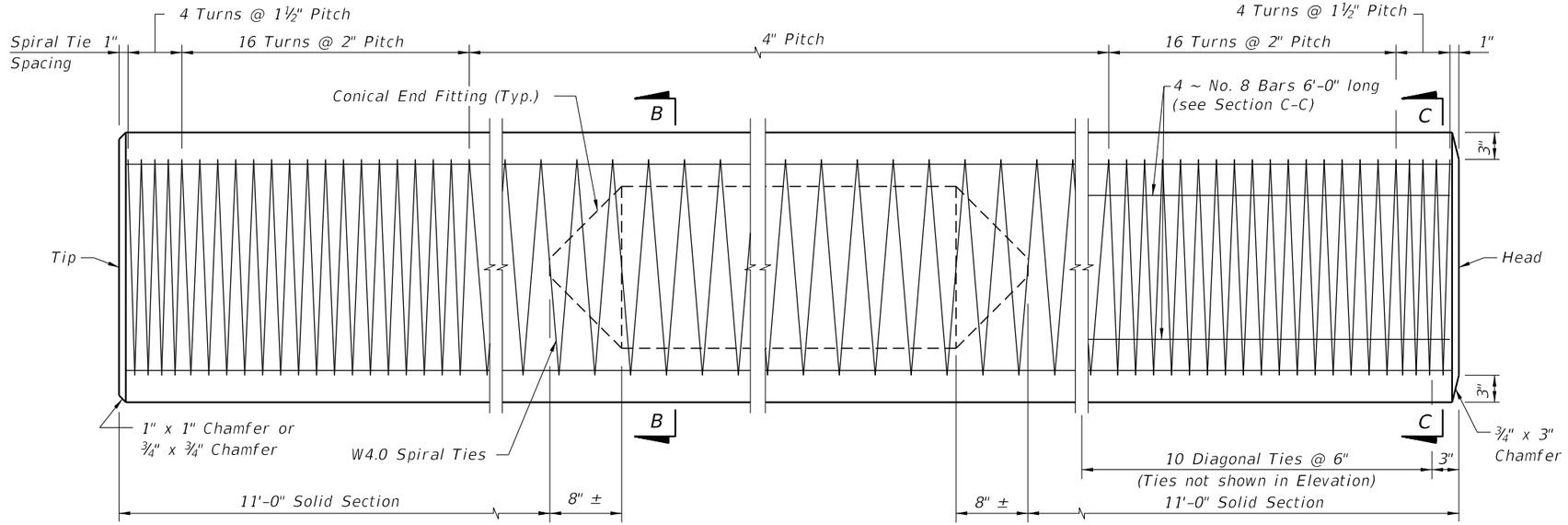
SECTION F-F
(See Drivable Preplanned Prestressed Precast Pile Splice Detail)

CFRP PILE SPLICE DETAILS

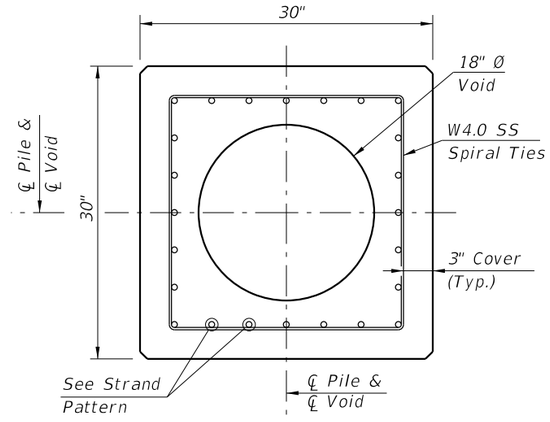
CFRP PRESTRESSED PILE DETAILS

11/18/2019 4:07:27 PM

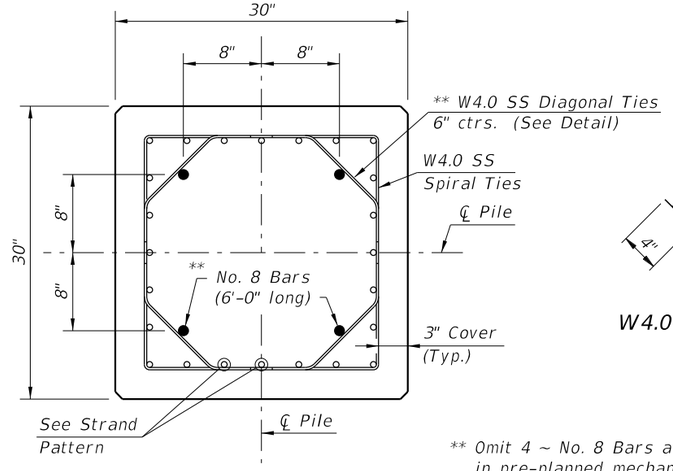
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	30" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	INDEX 455-130	SHEET 1 of 2



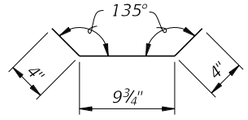
ELEVATION



SECTION B-B
(See Pile Splice Reinforcement Details)



SECTION C-C
(See Pile Splice Reinforcement Details)



W4.0 DIAGONAL TIE DETAIL

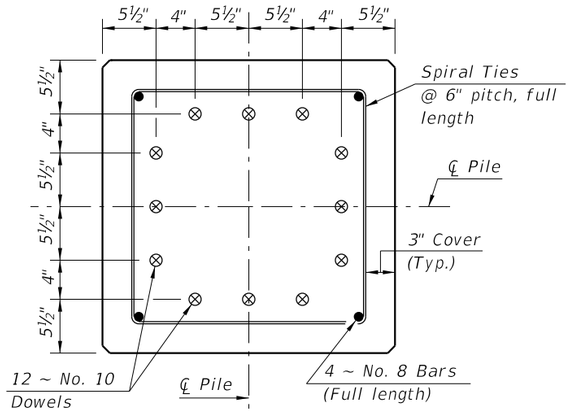
** Omit 4 ~ No. 8 Bars and Diagonal Ties in pre-planned mechanical splice.

STRAND PATTERN

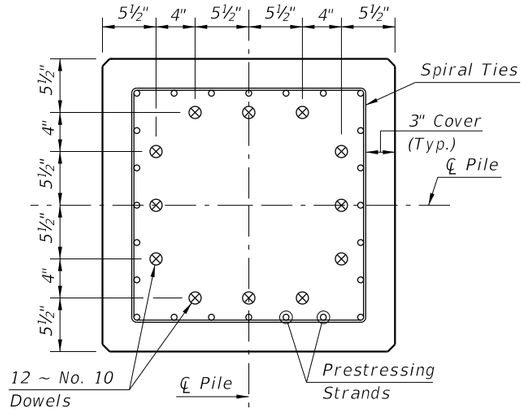
32 ~ ½" Ø, HSSS at 26 kips

NOTES:

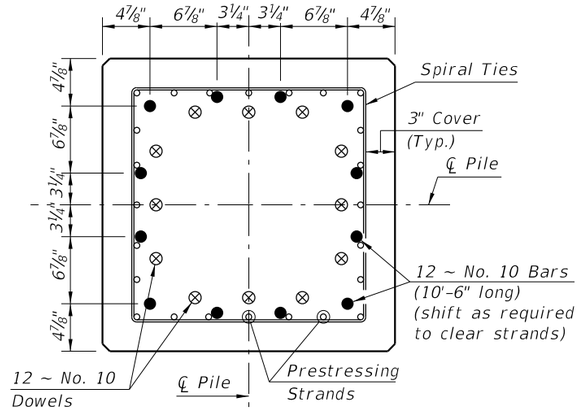
1. Any of the given Strand Patterns may be utilized. The strands shall be located as follows: Place one strand at each corner and place the remaining strands equally spaced between the corner strands. The total strand pattern shall be concentric with the nominal concrete section of the pile.
2. CONTRACTOR OPTION: The 30" pile may be cast SOLID by omitting the 18" Ø void. In this event, the Contractor shall submit calculations for approval and a proposed strand configuration that provide net prestressing after losses equal to 1000 psi. Alternate configurations for the Diagonal Ties, to maintain the position of the 4 ~ #8 Bars, may be approved by the Engineer.
3. Work this Index with Index 455-101 – Typical Details and Notes for Square CFRP & SS Prestressed Concrete Piles and Index 455-102 – Square CFRP & SS Prestressed Concrete Pile Splices.



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Build-Up Detail)



SECTION E-E
(See Drivable Prestressed Precast Pile Splice Detail)



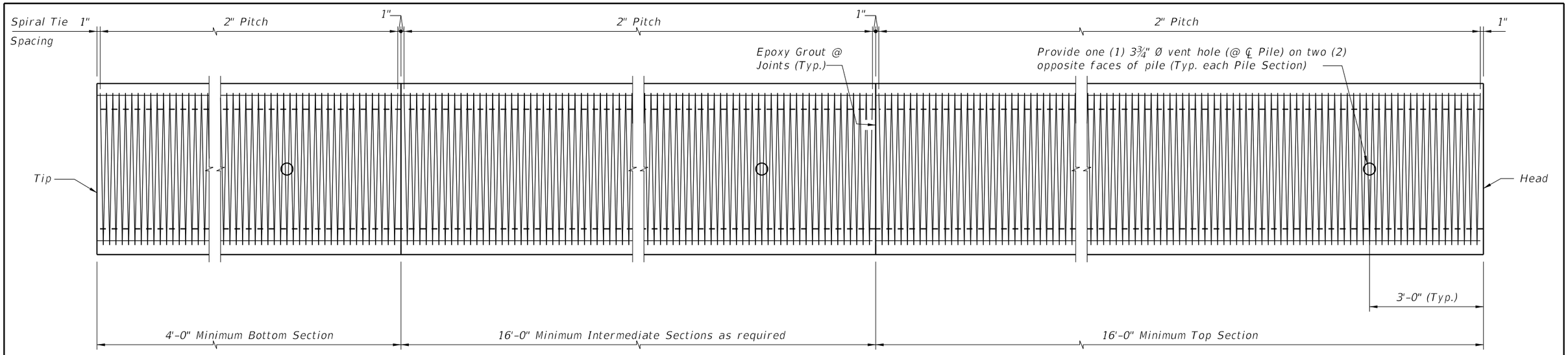
SECTION F-F
(See Drivable Preplanned Prestressed Precast Pile Splice Detail)

SS PILE SPLICE DETAILS

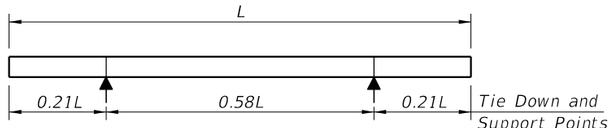
SS PRESTRESSED PILE DETAILS

11/18/2019 4:07:29 PM

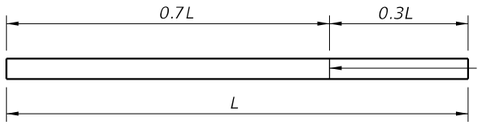
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	30" SQUARE CFRP & SS PRESTRESSED CONCRETE PILE	INDEX	SHEET
11/01/16					455-130	2 of 2



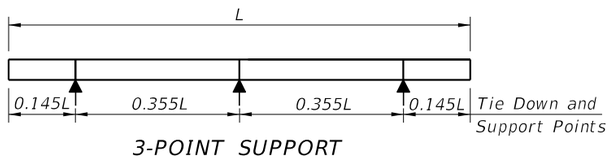
ELEVATION



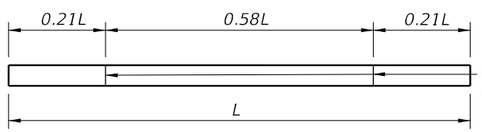
2-POINT SUPPORT



1-POINT PICK-UP

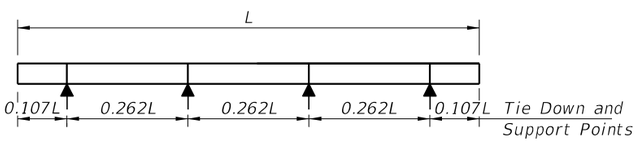


3-POINT SUPPORT



2-POINT PICK-UP

PILE PICK-UP DETAILS



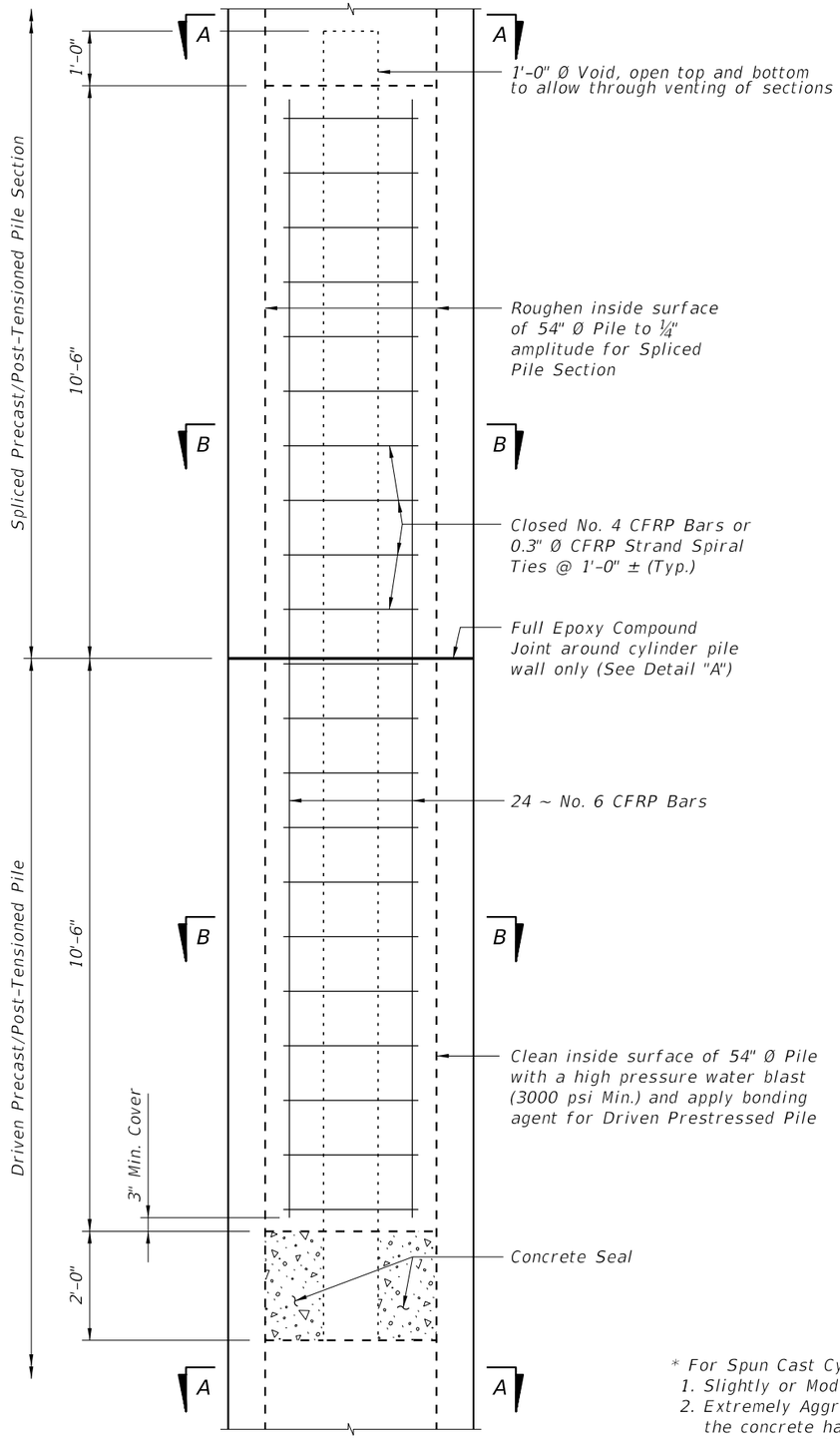
4-POINT SUPPORT

STORAGE AND TRANSPORTATION SUPPORT DETAILS

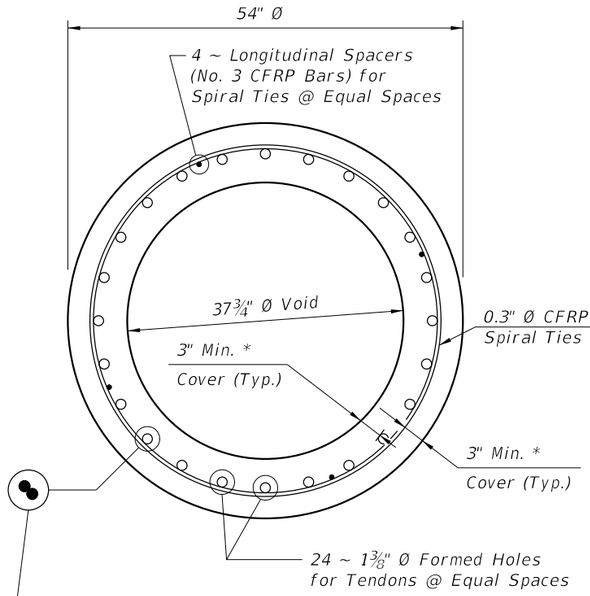
TABLE OF MAXIMUM PILE PICK-UP AND SUPPORT LENGTHS		
Maximum Pile Length (Feet)	Required Storage and Transportation Detail	Pick-Up Detail
119	2, 3, or 4 point	1 Point
170	2, 3, or 4 point	2 Point

NOTES

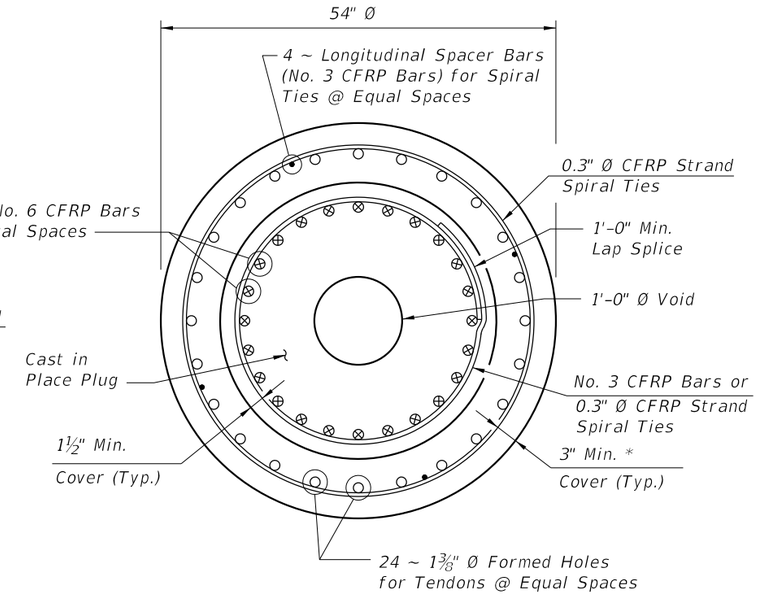
1. Work this Index with the Pile Data Table in the Structures Plans.
2. Concrete:
   - A. Piles: Class V (Special)
   - B. Splice: Class IV
   - C. Silica Fume: See "GENERAL NOTES" in Structures Plans for locations where the use of silica fume, metakaolin or ultra-fine flyash is required for options using stainless steel strand and reinforcing.
3. Concrete Strength at time of prestress transfer:
   - A. Piles: 6,000 psi minimum.
4. Reinforcing:
   - A. Bars:
     - a. Stainless Steel: Meet the requirements of Specification Section 931 for Type 304, Grade 75.
     - b. Carbon FRP: Meet the requirements of Specification Section 932.
   - B. Prestressing Strands:
     - a. Stainless Steel: Seven-wire HSSS, UNS S32205 (Type 2205) or UNS S31803 strand, meeting the requirements of Specification Section 933.
     - b. Carbon FRP: Meet the requirements of Specification Section 933.
   - C. Spiral Ties:
     - a. One half turn is required for carbon steel spiral splice.
     - b. One full turn is required at the pile head and tip.
5. Pile Splices:
   - A. Epoxy: Type AB Epoxy Compound or Mortar must meet the requirements of Specification Section 926.
     - a. Use a Type AB Epoxy Bonding Compound or Epoxy Mortar, as recommended by the Manufacturer, to form the joint between pile sections.
     - b. Use a Type AB Epoxy Bonding Compound as a bonding agent on internal pile surfaces.
   - B. Driving: Resume pile driving after splice concrete reaches a minimum strength of 5,500 psi.
6. Mark piles at the pick-up points to indicate the proper points for attaching handling lines.



DRIVABLE UNFORESEEN FIELD SPLICE DETAIL
(Cast-In-Place Plug)



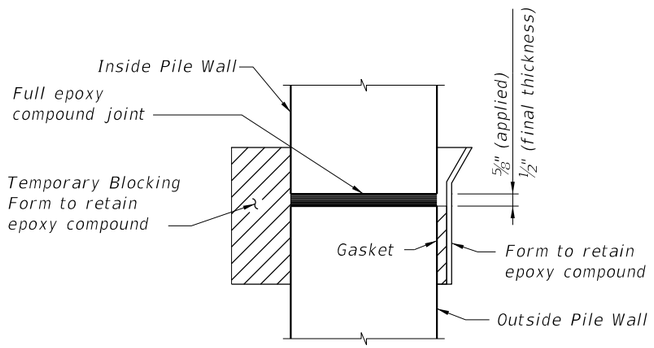
SECTION A-A



SECTION B-B

ALTERNATE STRAND PATTERNS

48 ~ 0.5" Ø, Single-Strand, at 28 kips
48 ~ 0.6" Ø, 7-Strand, at 29 kips



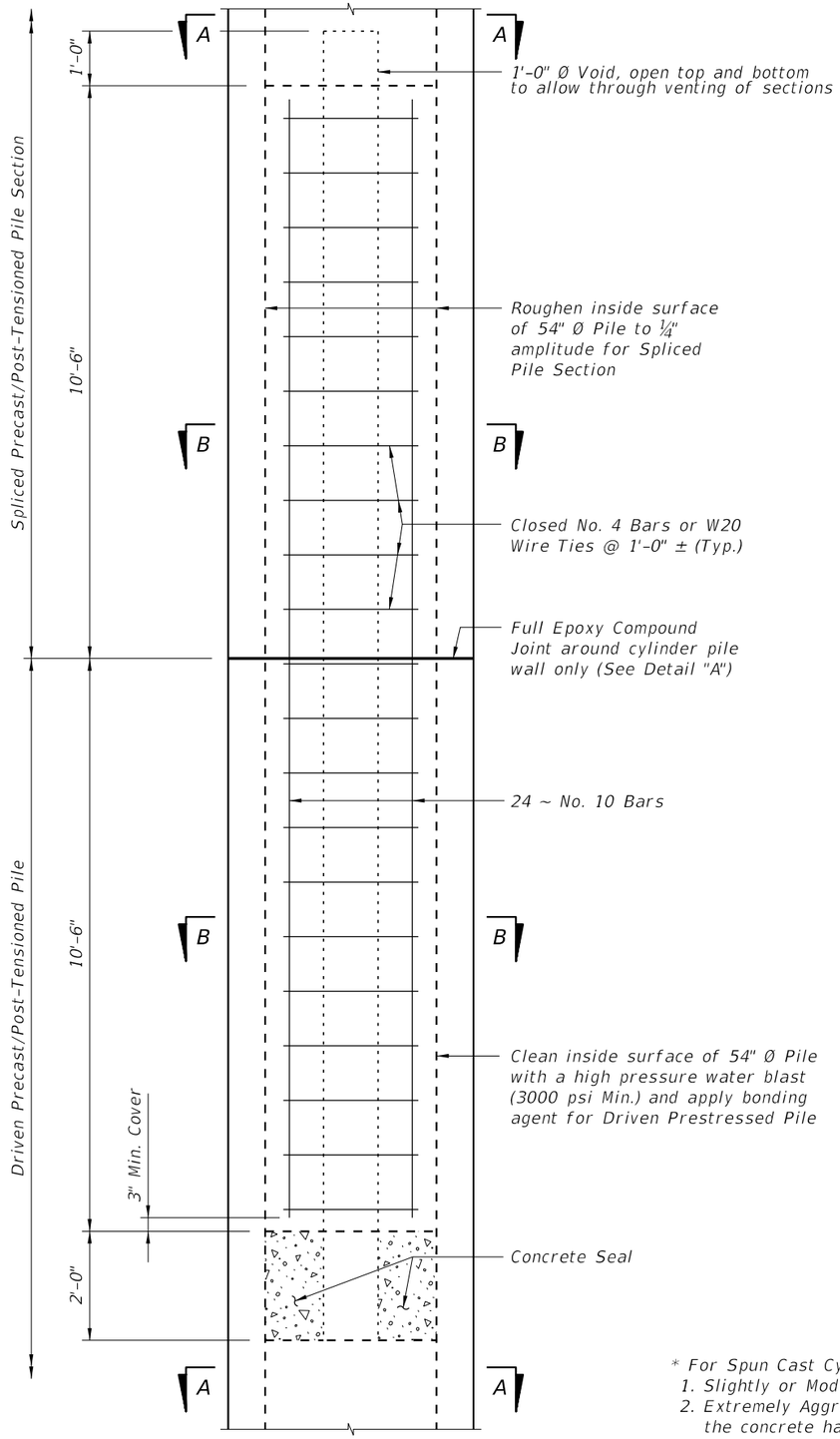
DETAIL "A"

* For Spun Cast Cylinder Piles, the following requirements for concrete cover apply:
1. Slightly or Moderately Aggressive Environments: The concrete cover may be reduced to 2 inches.
2. Extremely Aggressive Environments: The concrete cover may be reduced to 2 inches as long as the concrete has a documented chloride ion penetration apparent diffusion coefficient with a mean value of 0.005 in² per year or less; otherwise, a 3-inch concrete cover is required.

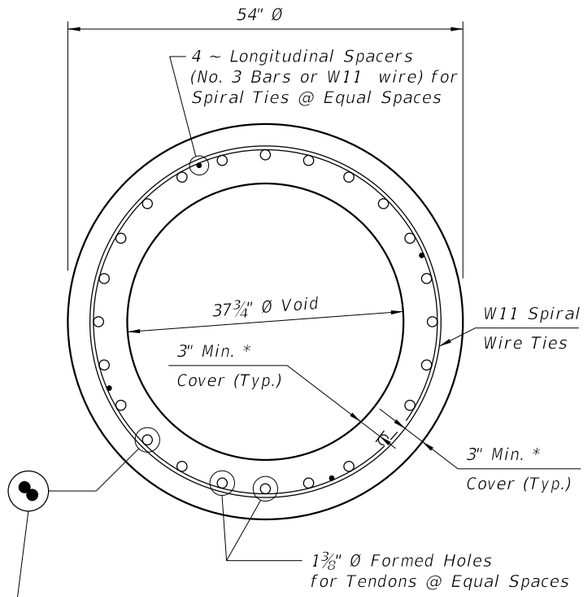
CFRP POST-TENSIONED PILE DETAILS

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/16			FY 2020-21 STANDARD PLANS	54" PRECAST/POST-TENSIONED CFRP & SS CONCRETE CYLINDER PILE	455-154	2 of 3

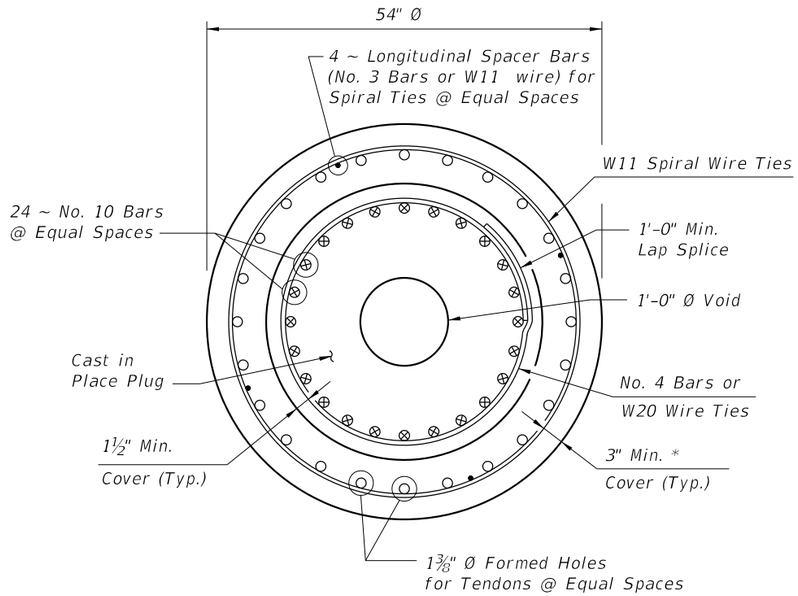
11/18/2019 4:07:32 PM



DRIVABLE UNFORESEEN FIELD SPLICE DETAIL
(Cast-In-Place Plug)



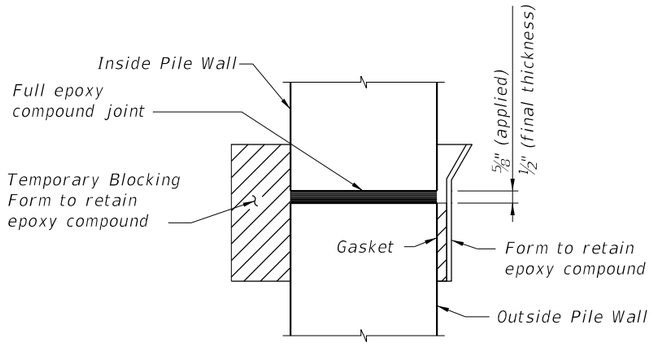
SECTION A-A



SECTION B-B

ALTERNATE STRAND PATTERNS

72 ~ ½" Ø, HSSS Strands, at 21 kips (24~3 strand tendons)
58 ~ ½" Ø, HSSS Strands, at 24 kips (29~2 strand tendons)
48 ~ 0.6" Ø, HSSS Strands, at 32 kips (24~2 strand tendons)



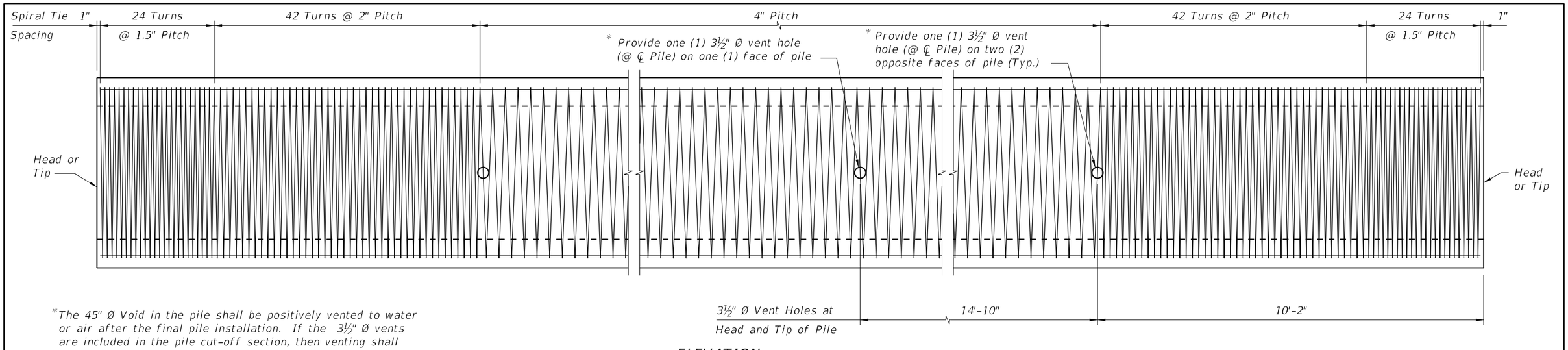
DETAIL "A"

* For Spun Cast Cylinder Piles, the following requirements for concrete cover apply:
1. Slightly or Moderately Aggressive Environments: The concrete cover may be reduced to 2 inches.
2. Extremely Aggressive Environments: The concrete cover may be reduced to 2 inches as long as the concrete has a documented chloride ion penetration apparent diffusion coefficient with a mean value of 0.005 in² per year or less; otherwise, a 3-inch concrete cover is required.

11/18/2019 4:07:33 PM

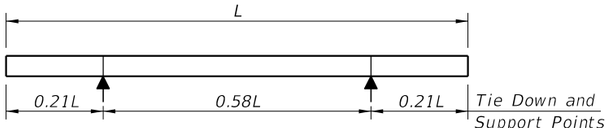
SS POST-TENSIONED PILE DETAILS

LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	54" PRECAST/POST-TENSIONED CFRP & SS CONCRETE CYLINDER PILE	INDEX	SHEET
01/01/16					455-154	3 of 3

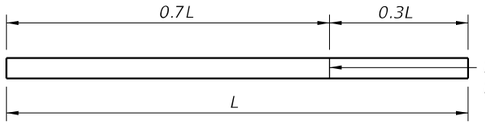


*The 45" Ø Void in the pile shall be positively vented to water or air after the final pile installation. If the 3½" Ø vents are included in the pile cut-off section, then venting shall be provided by the use of a 1" Ø PVC conduit through the substructure cap or column.

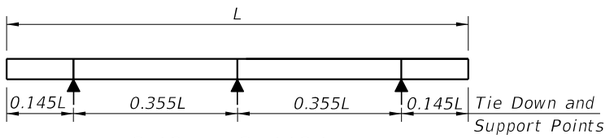
ELEVATION



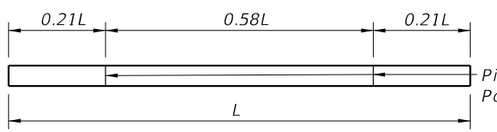
2-POINT SUPPORT



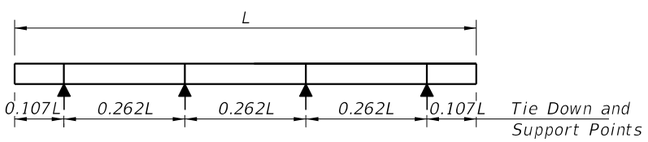
1-POINT PICK-UP



3-POINT SUPPORT



2-POINT PICK-UP



4-POINT SUPPORT

PILE PICK-UP DETAILS

STORAGE AND TRANSPORTATION SUPPORT DETAILS

TABLE OF MAXIMUM PILE PICK-UP AND SUPPORT LENGTHS		
Maximum Pile Length (Feet)	Required Storage and Transportation Detail	Pick-Up Detail
122	2, 3, or 4 point	1 Point
174	2, 3, or 4 point	2 Point

NOTES

1. Work this Index with the Pile Data Table in the Structures Plans.
2. Concrete:
   - A. Piles: Class V (Special)
   - B. Splice Collar: Class IV
   - C. Silica Fume: See "GENERAL NOTES" in the Structures Plans for locations where the use of silica fume, metakaolin or ultra-fine flyash is required.
3. Concrete Strength at time of prestress transfer:
   - A. Piles: 4,000 psi minimum.
4. Reinforcing:
   - A. Bars:
     - a. Stainless Steel: Meet the requirements of Specification Section 931 for Type 304, Grade 75.
     - b. Carbon FRP: Meet the requirements of Specification Section 932.
   - B. Prestressing Strands:
     - a. Stainless Steel: Seven-wire HSSS, UNS S32205 (Type 2205) or UNS S31803 strand, meeting the requirements of Specification Section 933.
     - b. Carbon FRP: Meet the requirements of Specification Section 933.
   - C. Spiral Ties:
     - a. One half turn is required for carbon steel spiral splice.
     - b. One full turn is required at the pile head and tip.
5. Pile Splices:
   - A. Epoxy: Type AB Epoxy Compound or Epoxy Mortar must meet the requirements of Specification Section 926.
     - a. Use a Type AB Epoxy Bonding Compound or Epoxy Mortar, as recommended by the Manufacturer, to form the joint between pile sections
     - b. Use a Type AB Epoxy Bonding Compound as a bonding agent on internal pile surfaces.
   - B. Splices: Resume pile driving after the splice concrete reaches a minimum strength of 5,500 psi.
6. Mark piles at the pick-up points to indicate the proper points for attaching handling lines.

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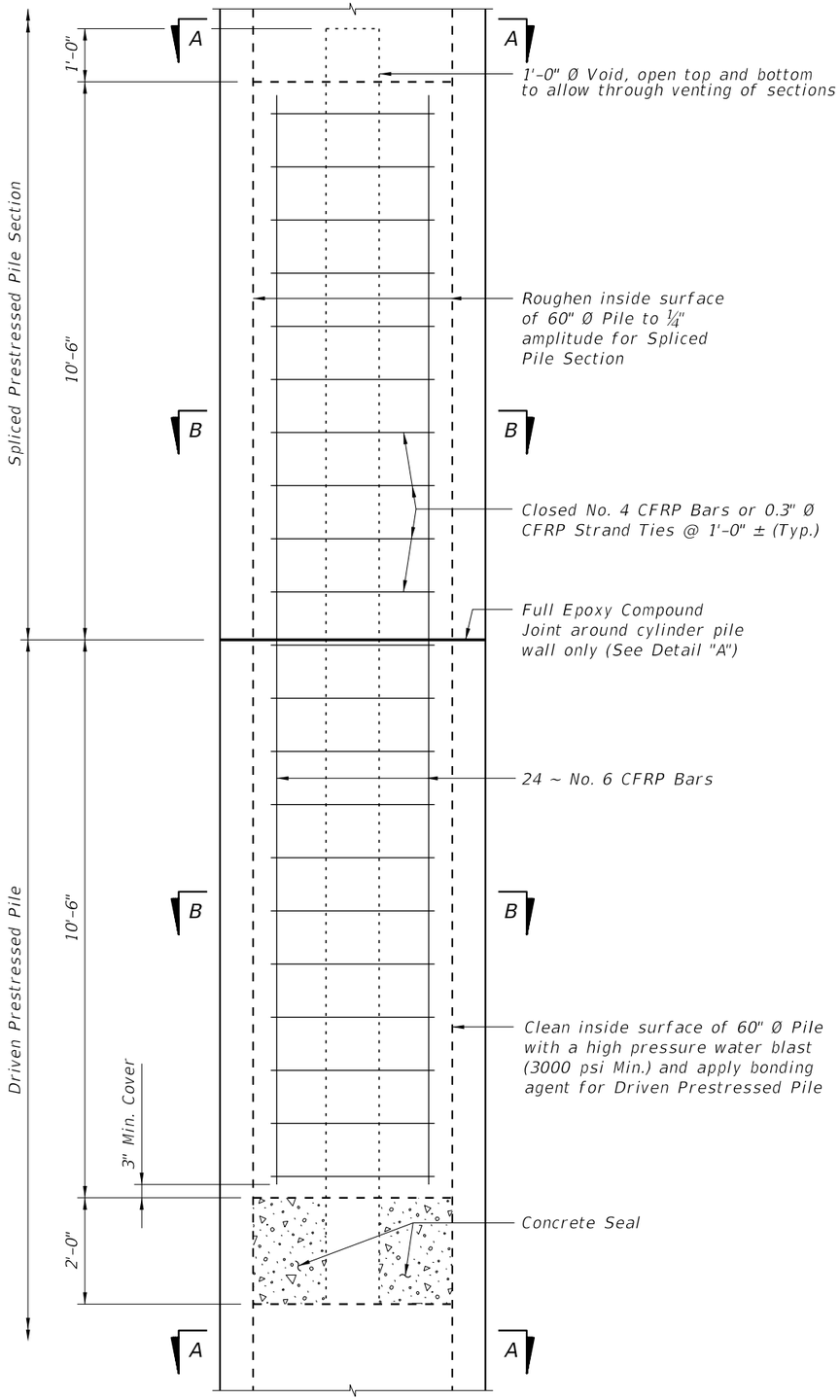
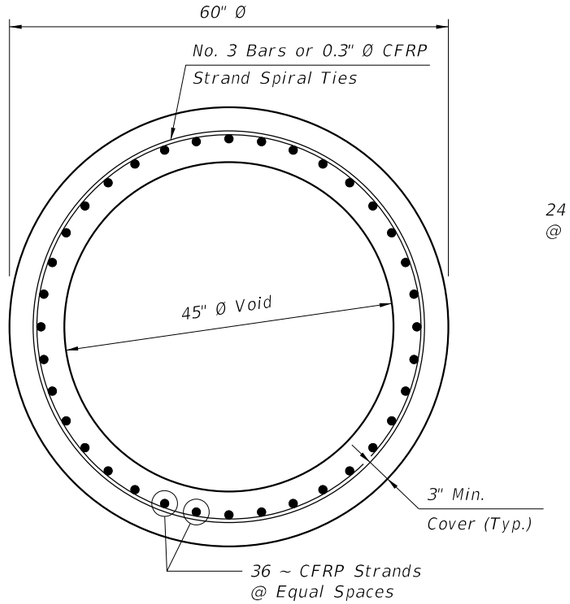
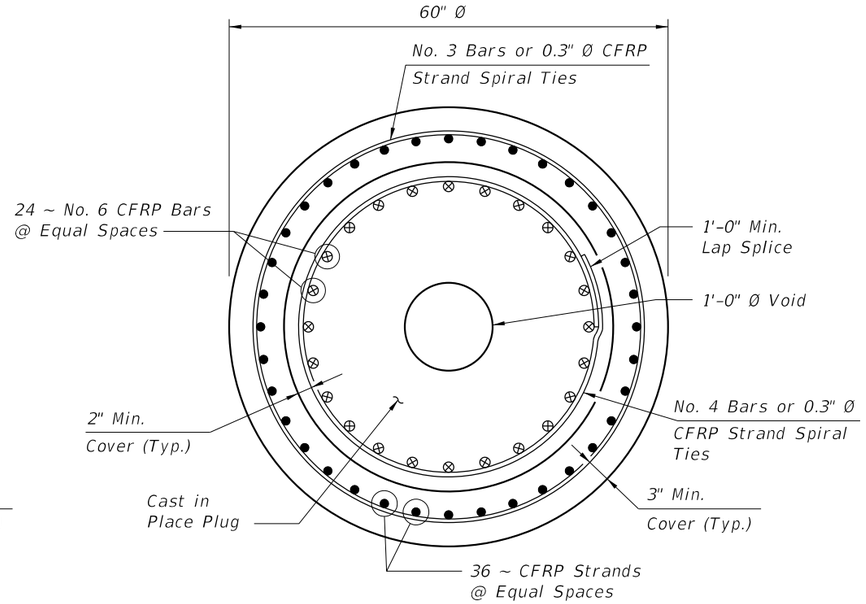
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	60" PRESTRESSED CFRP & SS CONCRETE CYLINDER PILE	INDEX	SHEET
11/01/16					455-160	1 of 3



DRIVABLE UNFORESEEN FIELD SPLICE DETAIL
(Cast in Place Plug)



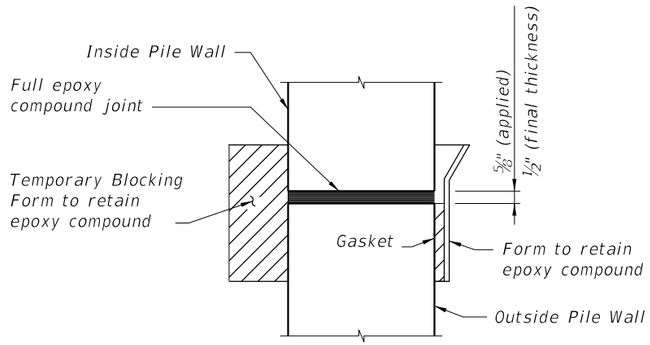
SECTION A-A



SECTION B-B

ALTERNATE STRAND PATTERNS

0.5" Ø, CFRP Single-Strand, at 39 kips
0.6" Ø, CFRP 7-Strand, at 40 kips

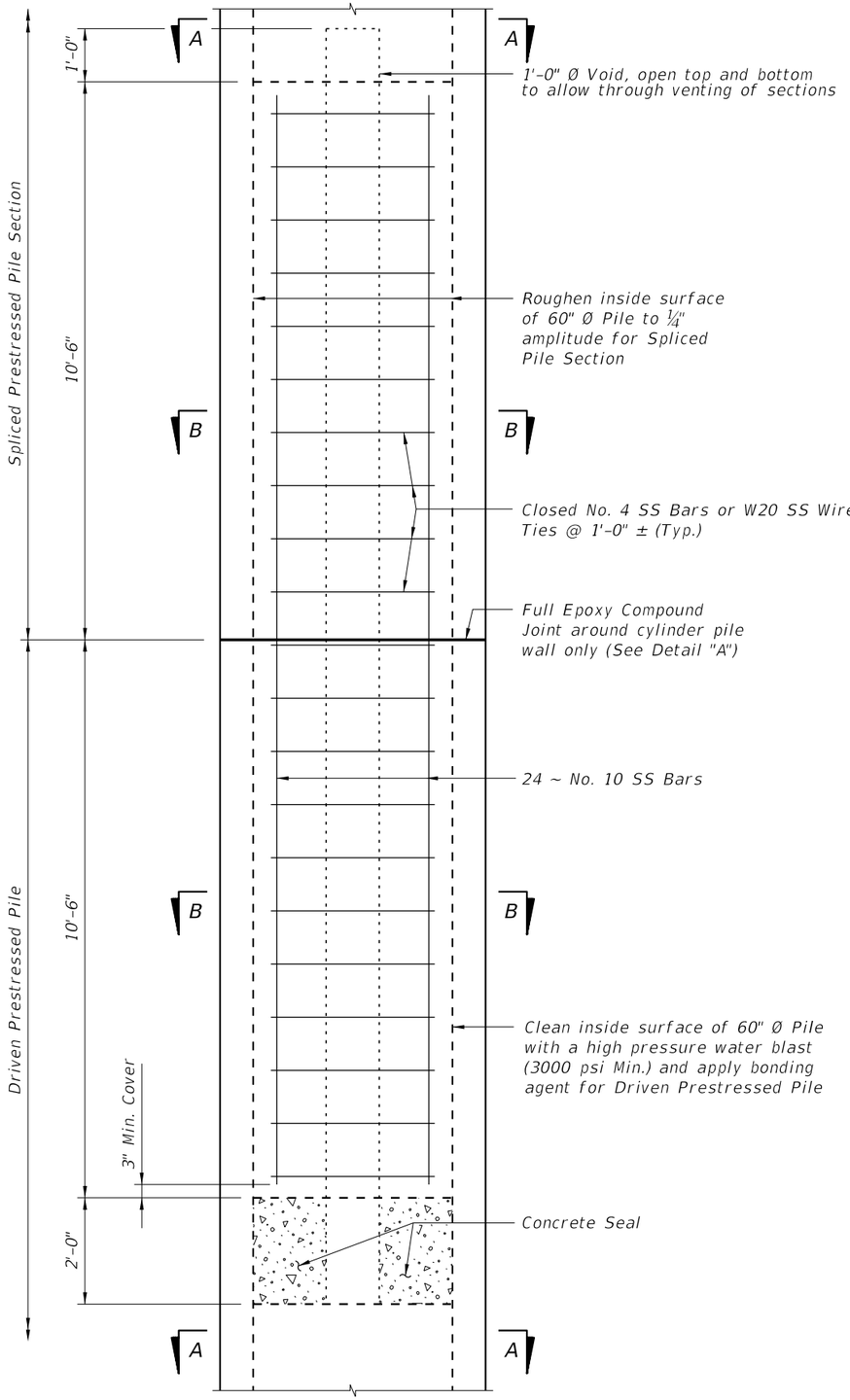


DETAIL "A"

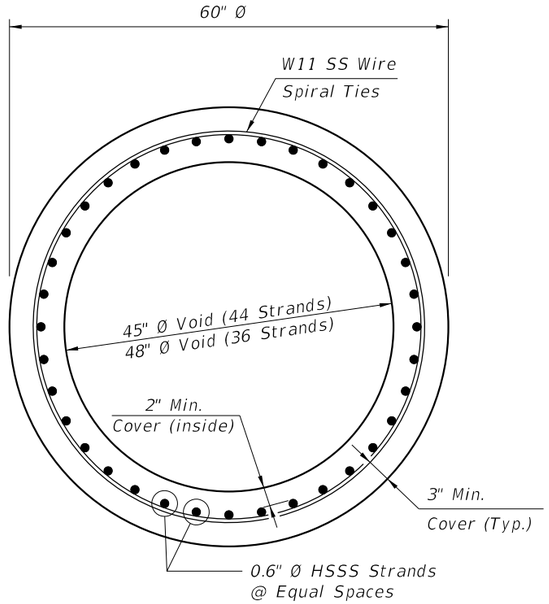
CFRP PRESTRESSED PILE DETAILS

LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	60" PRESTRESSED CFRP & SS CONCRETE CYLINDER PILE	INDEX	SHEET
01/01/16					455-160	2 of 3

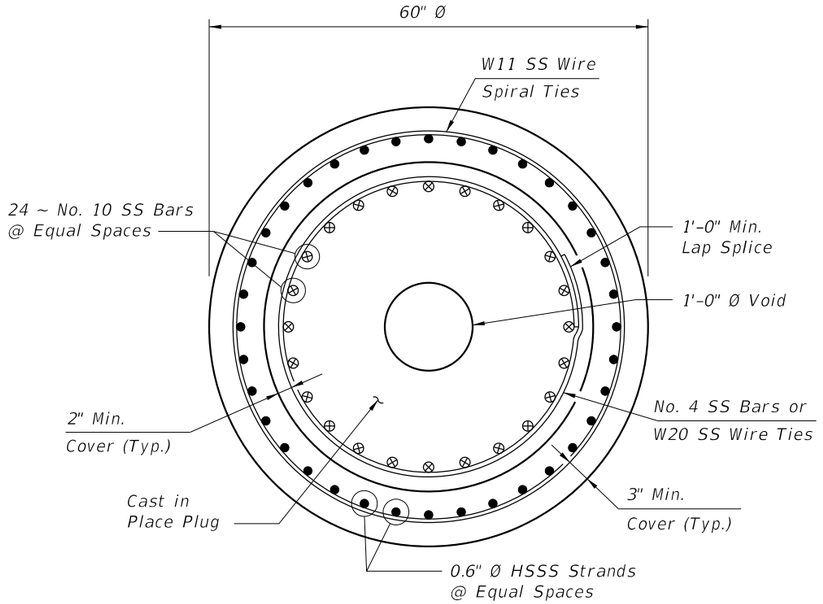
11/18/2019 4:07:35 PM



DRIVABLE UNFORESEEN FIELD SPLICE DETAIL
(Cast in Place Plug)



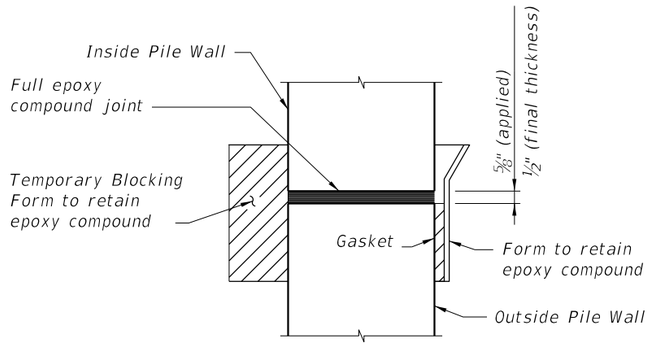
SECTION A-A



SECTION B-B

ALTERNATE STRAND PATTERNS

44 ~ 0.6" Ø, HSSS Strand, at 36 kips
36 ~ 0.6" Ø, HSSS Strand, at 36 kips

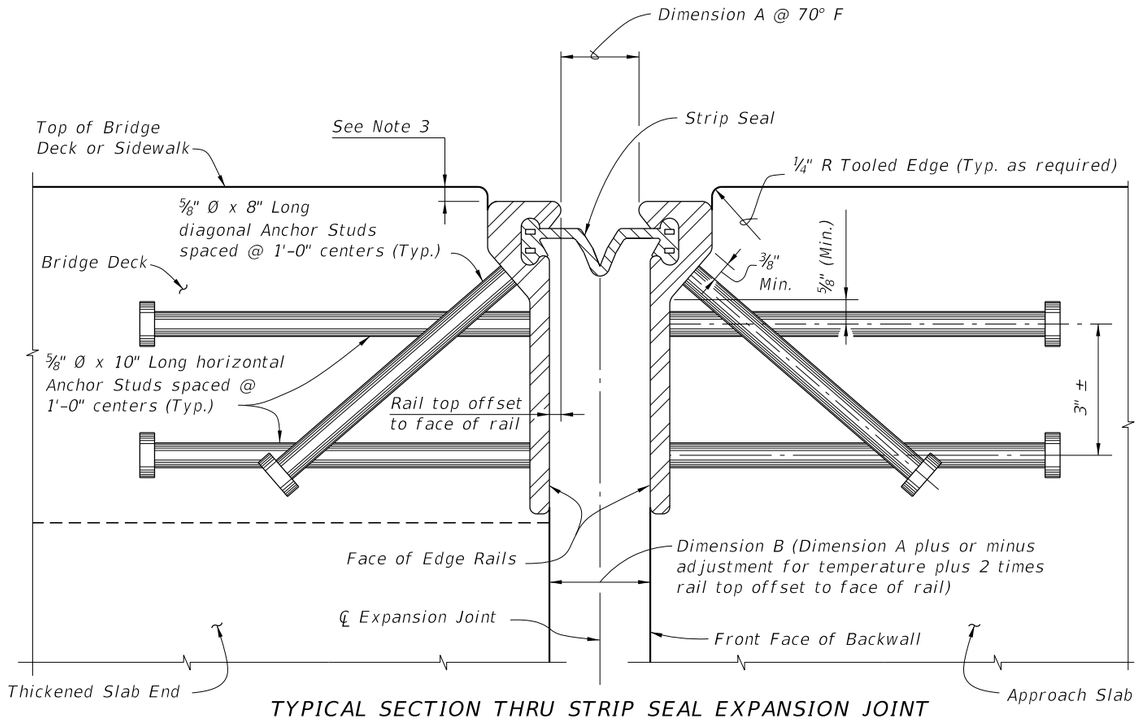


DETAIL "A"

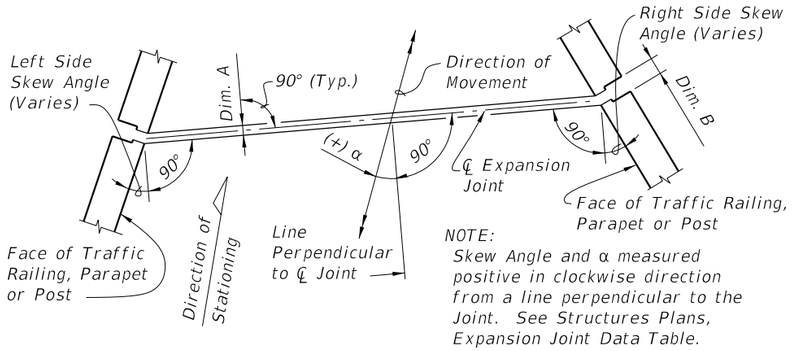
SS PRESTRESSED PILE DETAILS

11/18/2019 4:07:36 PM

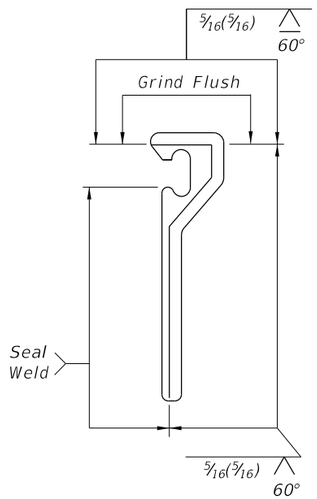
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	60" PRESTRESSED CFRP & SS CONCRETE CYLINDER PILE	INDEX	SHEET
01/01/16						455-160	3 of 3



TYPICAL SECTION THRU STRIP SEAL EXPANSION JOINT
(Begin or End Concrete Girder Bridge shown,
Intermediate Supports and Steel Girder Bridge similar.
Reinforcing Steel and Girder details not shown for clarity.)



MOVEMENT SCHEMATIC



SHOP SPLICE DETAIL

GENERAL NOTES:

1. *Furnish Strip Seal Expansion Joint Systems in accordance with Specification Section 458.*
2. *Shape of Edge Rail shown is representative, minor variations depending on manufacturer are permitted.*
3. *Recess the Edge Rail below the concrete surface in accordance with Specification Section 458.*
4. *Refer to the Expansion Joint Data Table in the Structures Plans for joint movement and Dimension A.*
5. *Refer to Specification Section 458 for installation and fabrication requirements.*

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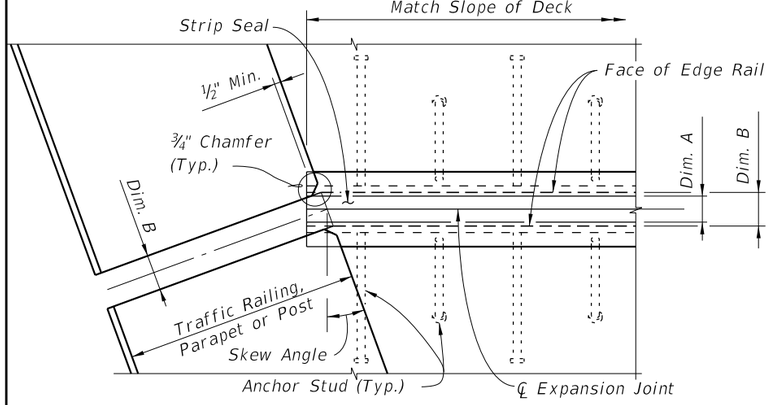
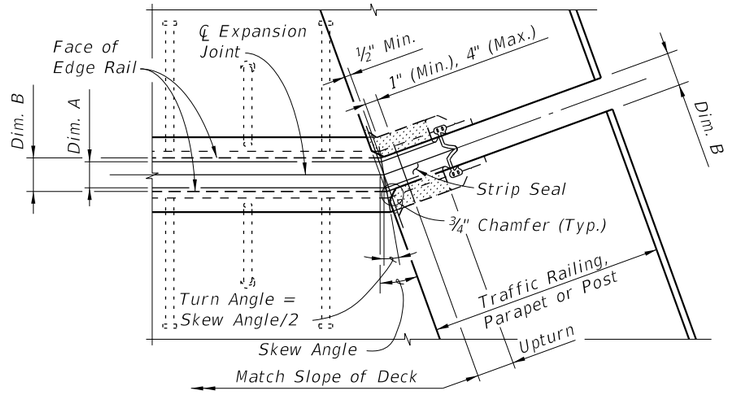
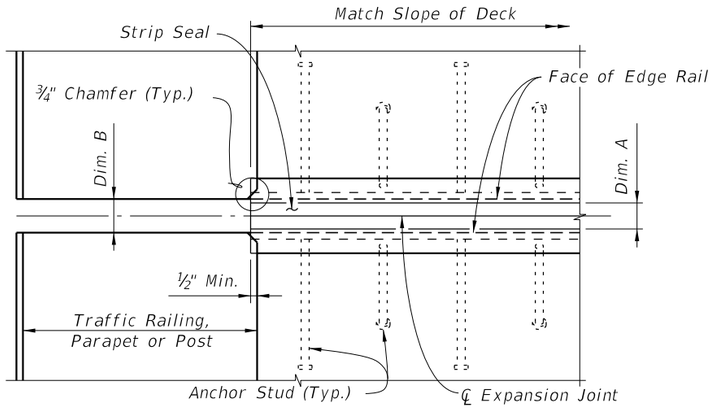
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	EXPANSION JOINT SYSTEM - STRIP SEAL	INDEX	SHEET
11/01/19						458-100	1 of 3



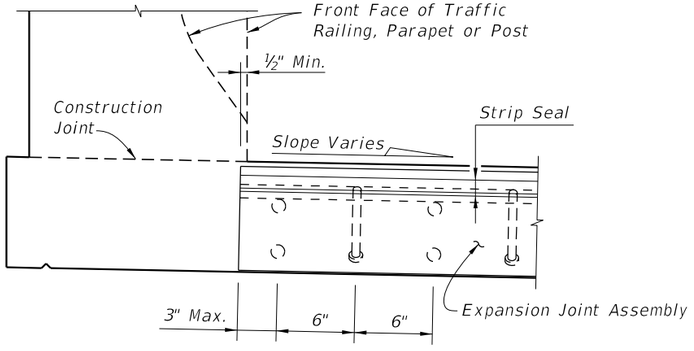
PARTIAL PLAN VIEW OF SKEWED JOINTS



PARTIAL PLAN VIEW OF JOINTS SKEWED GREATER THAN 6°



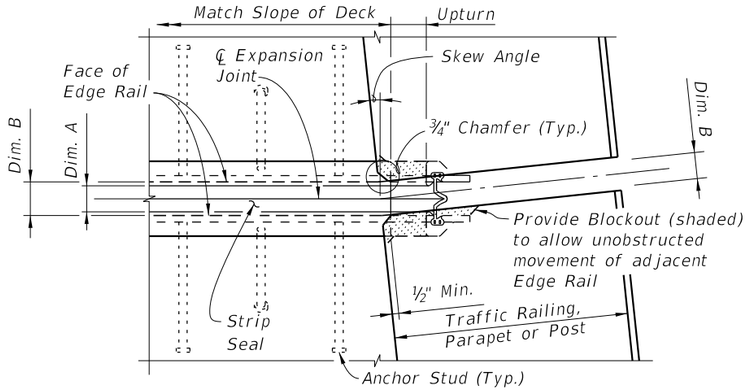
PARTIAL PLAN VIEW OF NONSKEWED JOINTS



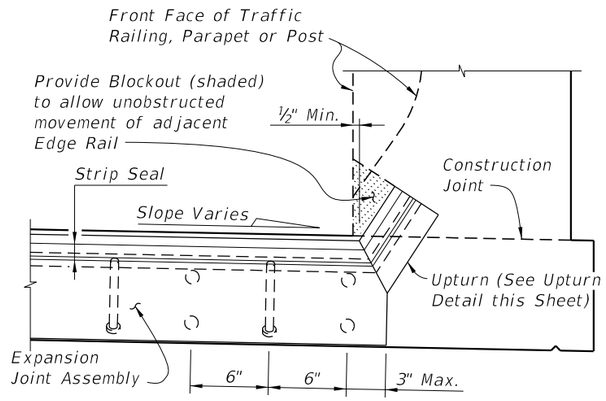
PARTIAL SECTION ALONG ℄ JOINT

JOINT TREATMENT AT HIGH SIDE OF DECK WITH SLOPE ≥ 1%

(Sidewalk Cover Plate where applicable not shown for clarity)



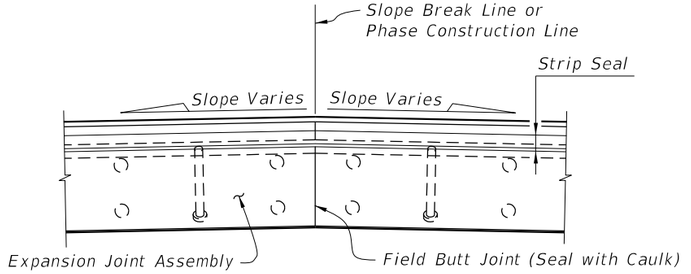
PARTIAL PLAN VIEW OF NONSKEWED JOINTS & JOINTS SKEWED 6° OR LESS



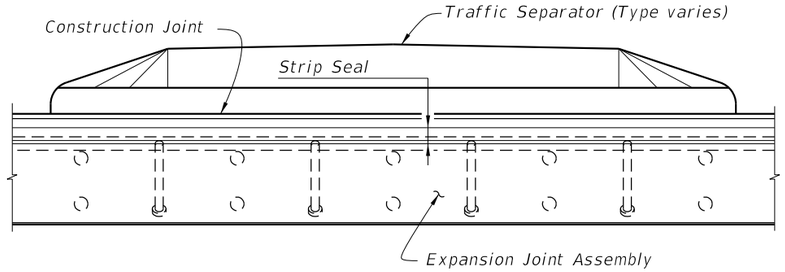
PARTIAL SECTION ALONG ℄ JOINT

JOINT TREATMENT AT LOW SIDE OF DECK & HIGH SIDE OF DECK WITH SLOPE < 1%

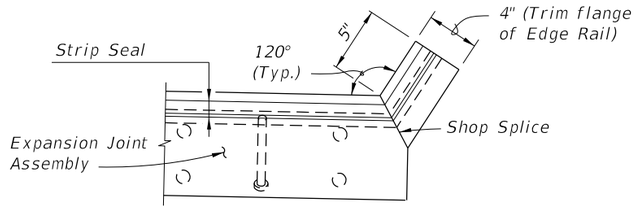
(Sidewalk Cover Plate where applicable not shown for clarity)



PARTIAL SECTION ALONG ℄ JOINT AT FIELD BUTT JOINT LOCATION (CROWNED DECK OR SLAB SHOWN)



PARTIAL SECTION ALONG ℄ JOINT THRU TRAFFIC SEPARATOR

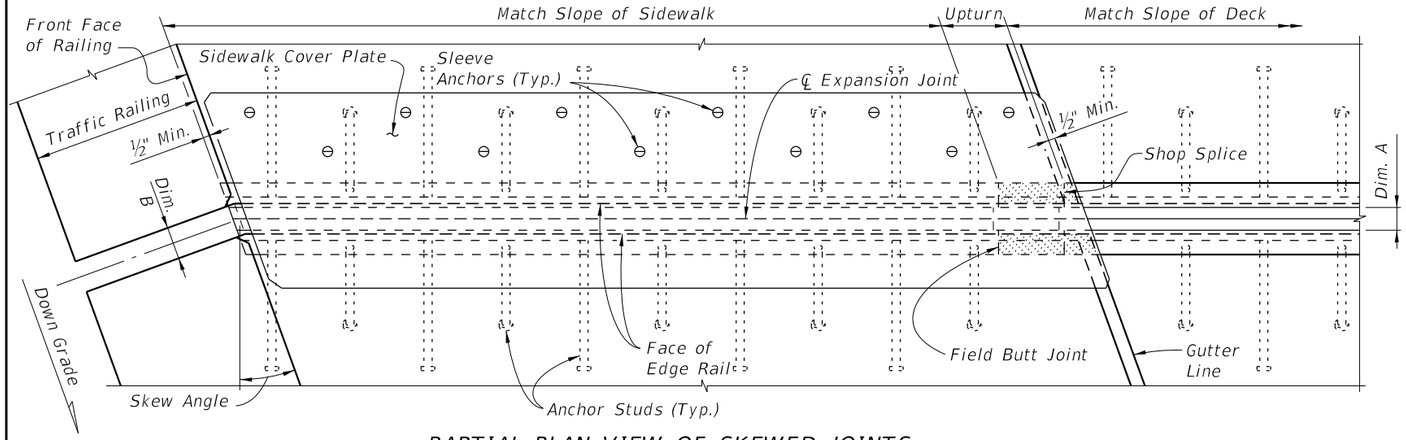


UPTURN DETAIL

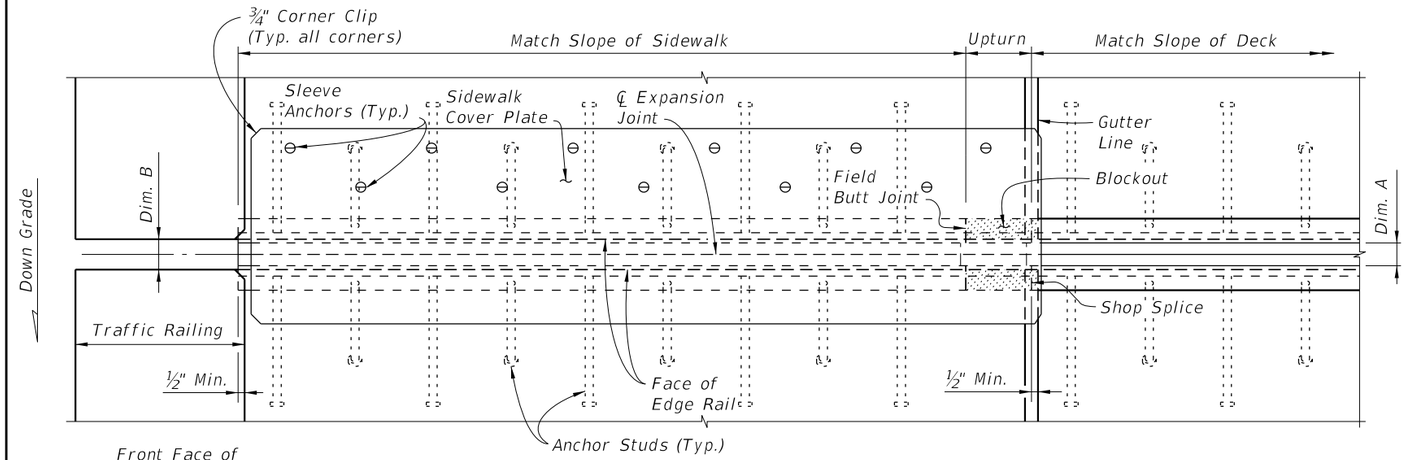
(TYPICAL AT TRAFFIC BARRIERS AND PARAPETS)

11/18/2019 4:07:38 PM

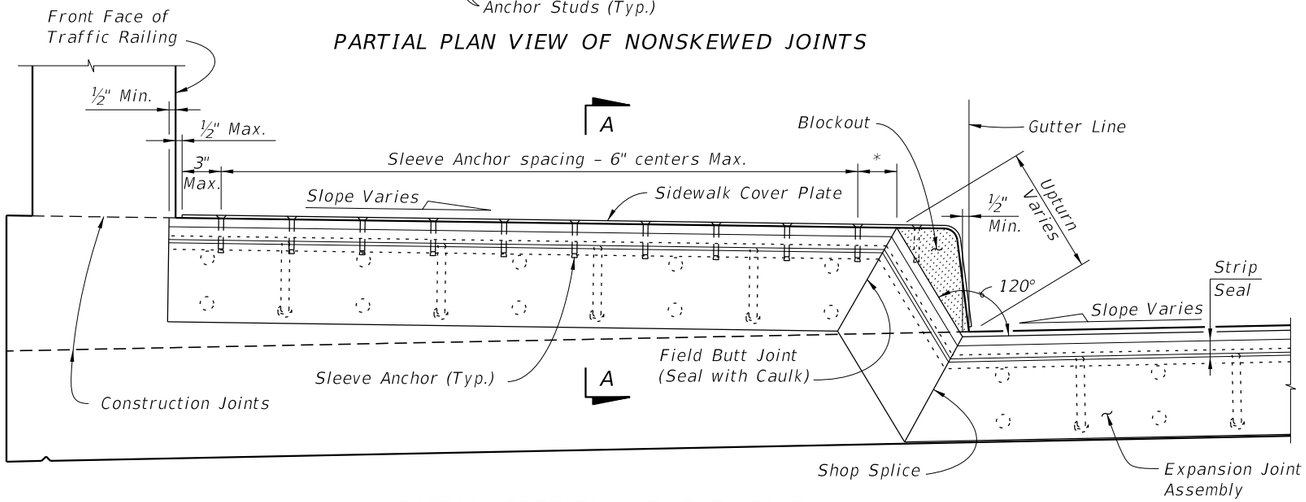
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	EXPANSION JOINT SYSTEM - STRIP SEAL	INDEX	SHEET
11/01/19						458-100	2 of 3



PARTIAL PLAN VIEW OF SKEWED JOINTS



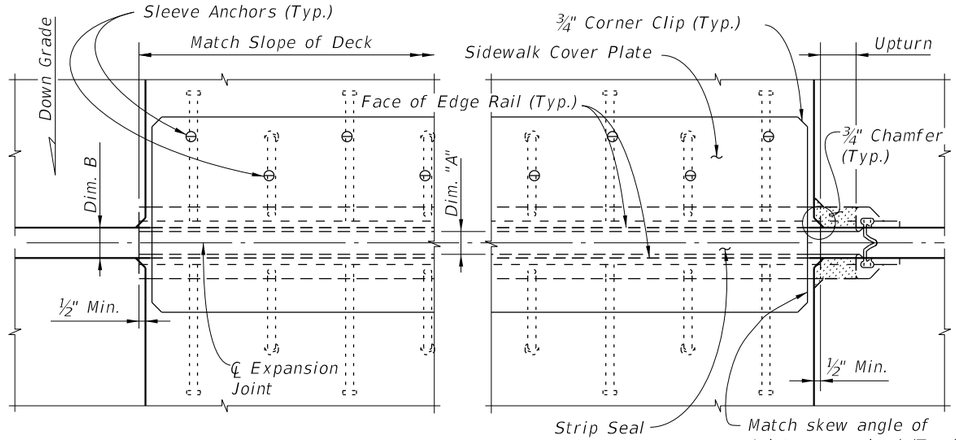
PARTIAL PLAN VIEW OF NONSKEWED JOINTS



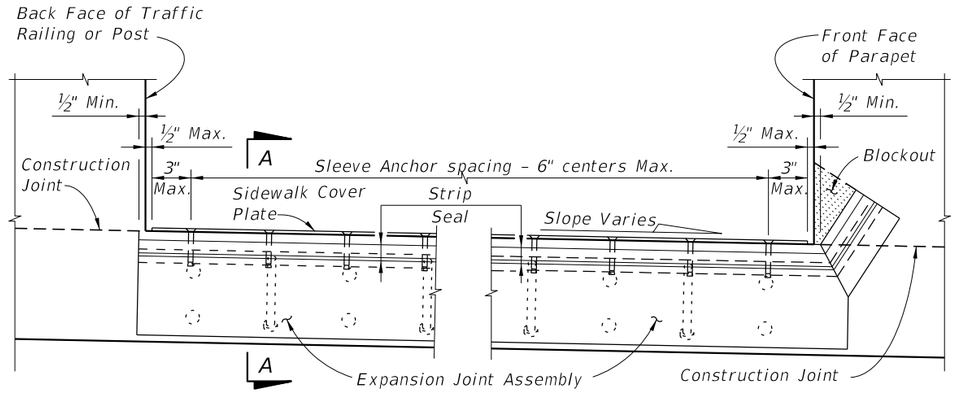
PARTIAL SECTION ALONG ℄ JOINT

RAISED SIDEWALK DETAIL

* Distance from ℄ Sleeve Anchor to edge of concrete is 2 inches minimum, 3 inches maximum.

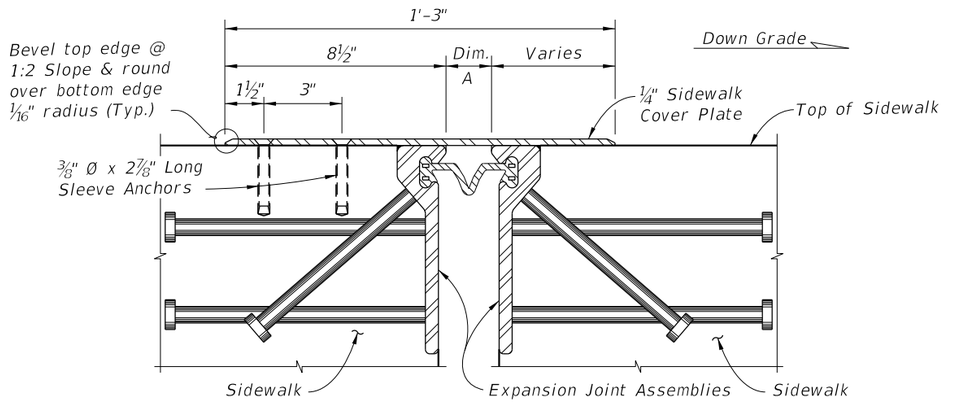


PARTIAL PLAN VIEW



PARTIAL SECTION ALONG ℄ JOINT

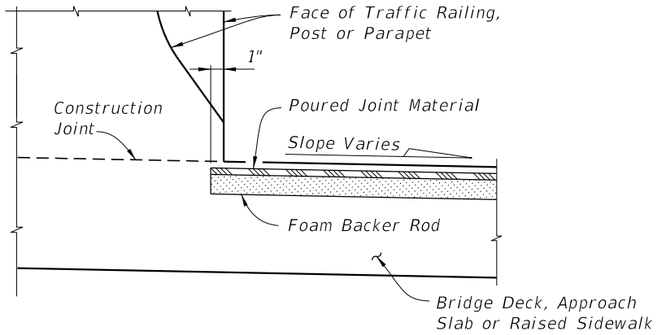
FLUSH SIDEWALK DETAIL



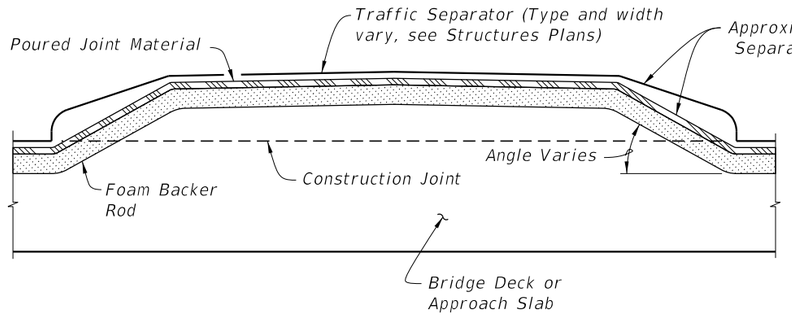
SECTION A-A

11/18/2019 4:07:40 PM

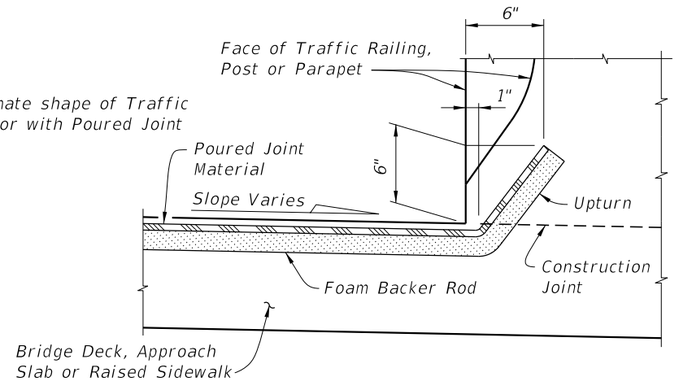
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/19			FDOT FY 2020-21 STANDARD PLANS	EXPANSION JOINT SYSTEM - STRIP SEAL	458-100	3 of 3



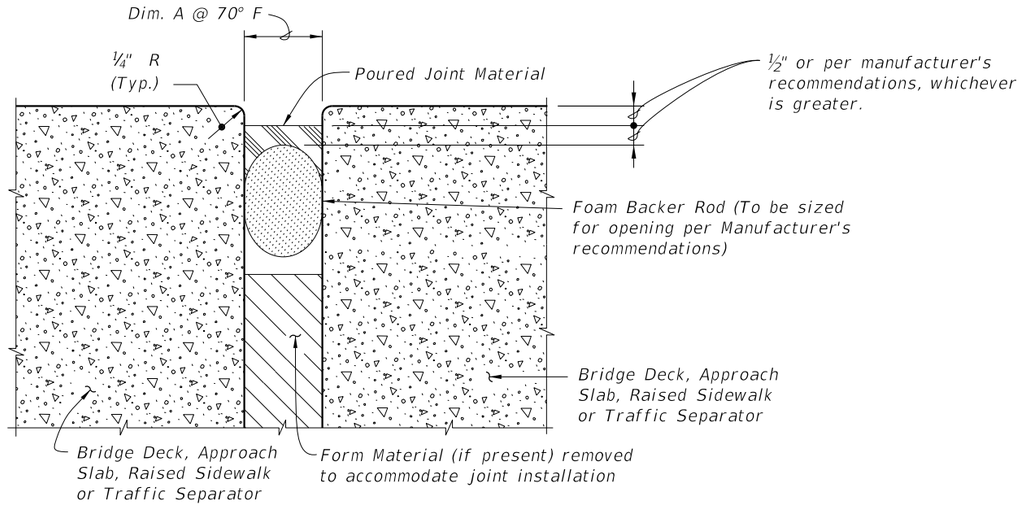
PARTIAL SECTION ALONG ℄ JOINT
JOINT TREATMENT AT HIGH SIDE OF
DECK WITH SLOPES 1% OR GREATER



PARTIAL SECTION ALONG ℄ JOINT,
JOINT TREATMENT AT TRAFFIC SEPARATOR



PARTIAL SECTION ALONG ℄ JOINT
JOINT TREATMENT AT LOW SIDE OF DECK OR
HIGH SIDE OF DECK WITH SLOPES < 1%



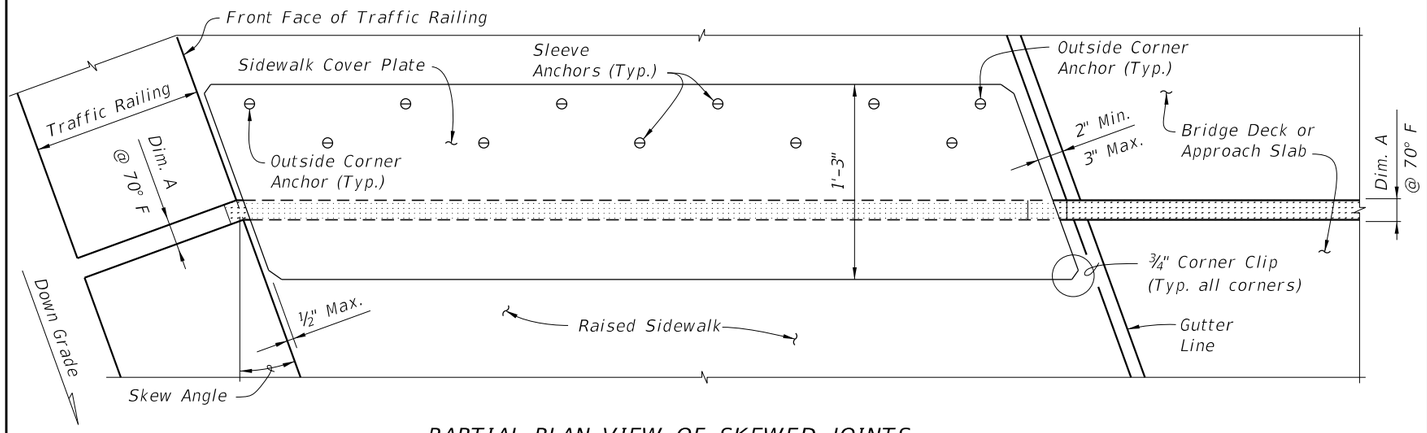
TYPICAL SECTION THRU JOINT

GENERAL NOTES:

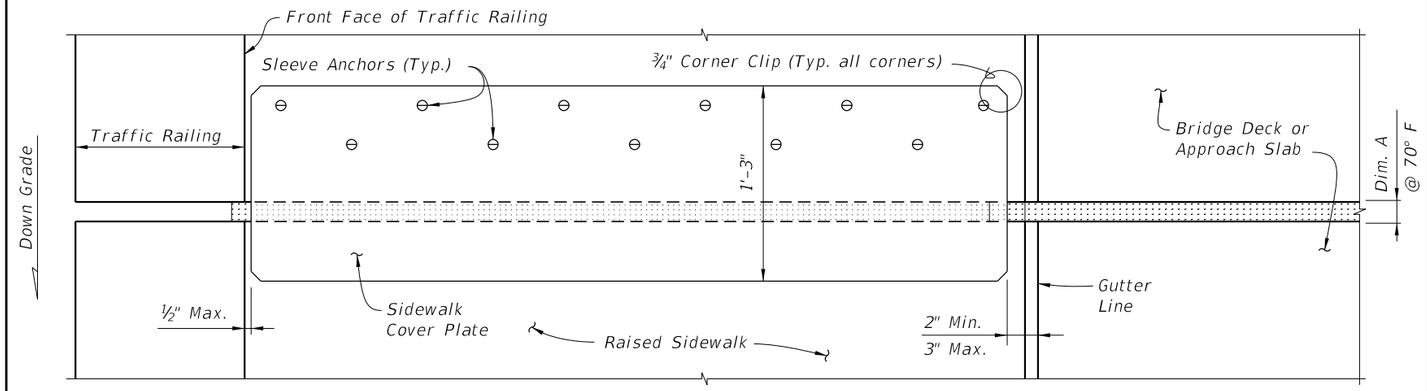
1. Furnish and install Poured Joint With Backer Rod Expansion Joint Systems in accordance with Specification Sections 458 and 932 using Type D silicone sealant material.
2. Refer to the Structures Plans, Poured Expansion Joint Data Table for Dim. A @ 70° F.

11/18/2019 4:07:41 PM

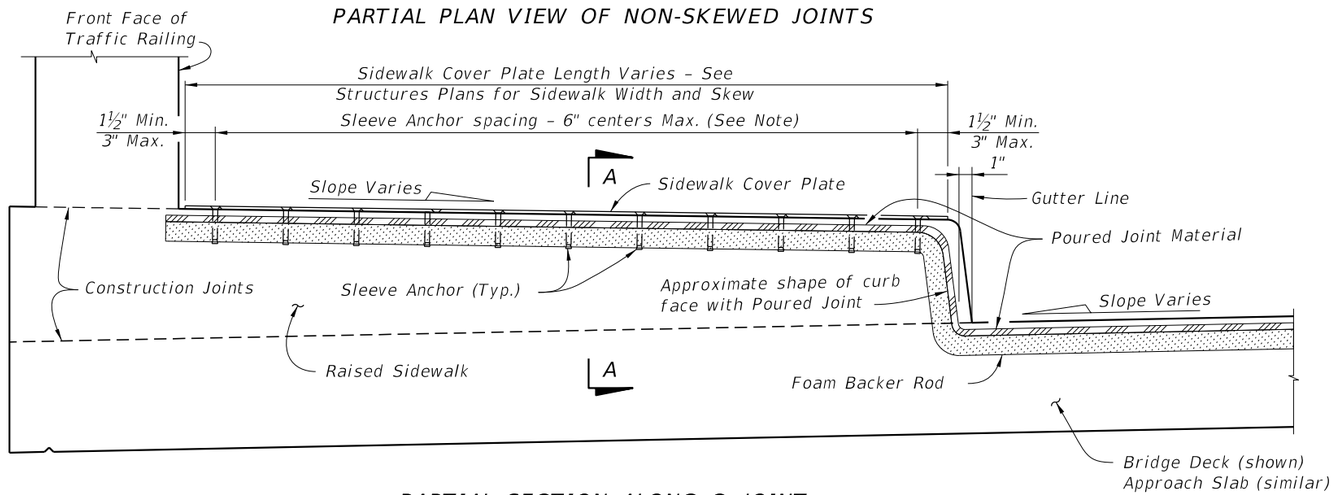
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	EXPANSION JOINT SYSTEM - POURED JOINT WITH BACKER ROD	INDEX	SHEET
07/01/14						458-110	1 of 2



PARTIAL PLAN VIEW OF SKEWED JOINTS

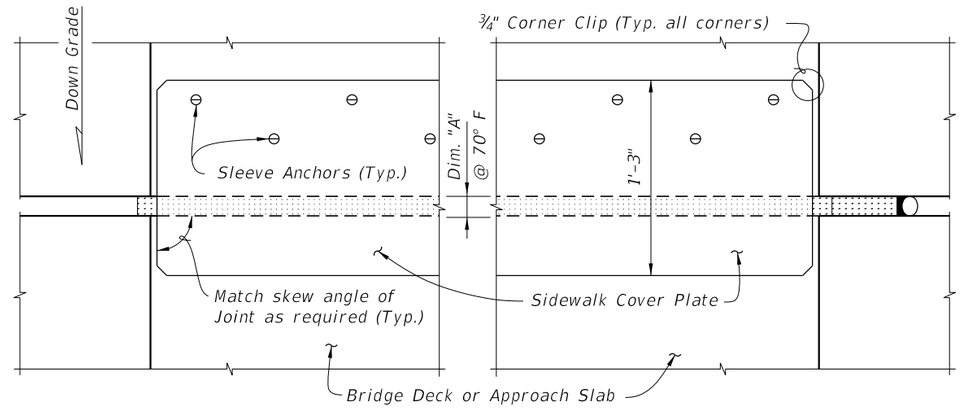


PARTIAL PLAN VIEW OF NON-SKEWED JOINTS

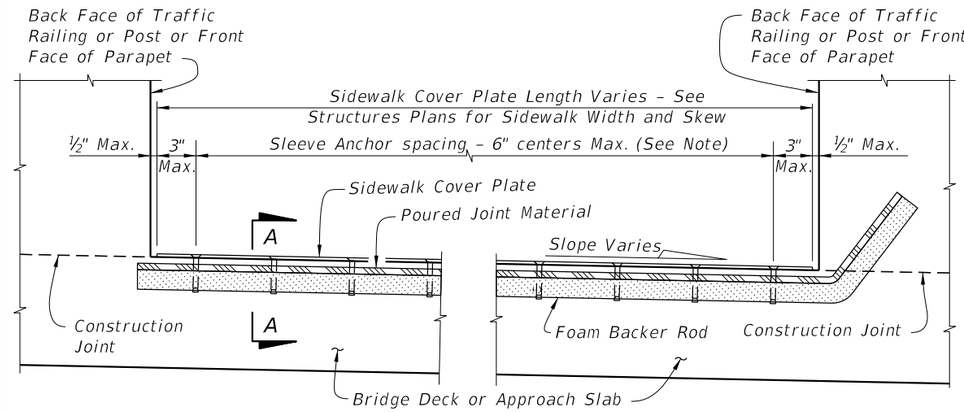


PARTIAL SECTION ALONG ℄ JOINT

RAISED SIDEWALK DETAIL

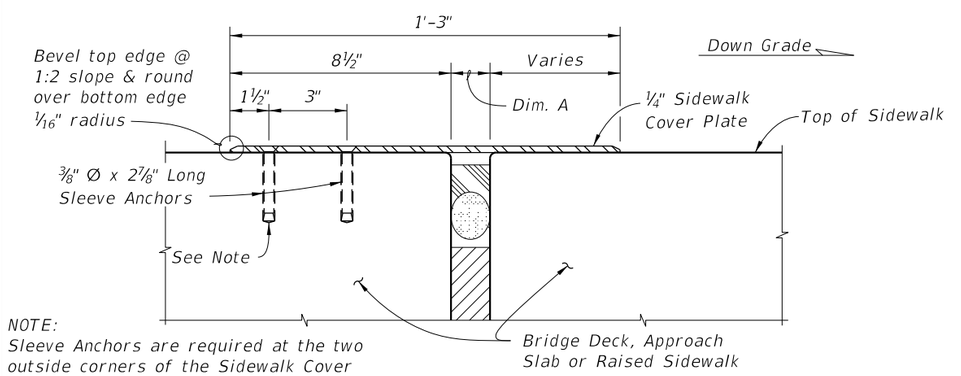


PARTIAL PLAN VIEW



PARTIAL SECTION ALONG ℄ JOINT

FLUSH SIDEWALK DETAIL



NOTE:
Sleeve Anchors are required at the two outside corners of the Sidewalk Cover Plate. Space Sleeve Anchors uniformly between the corner anchors.

SECTION A-A

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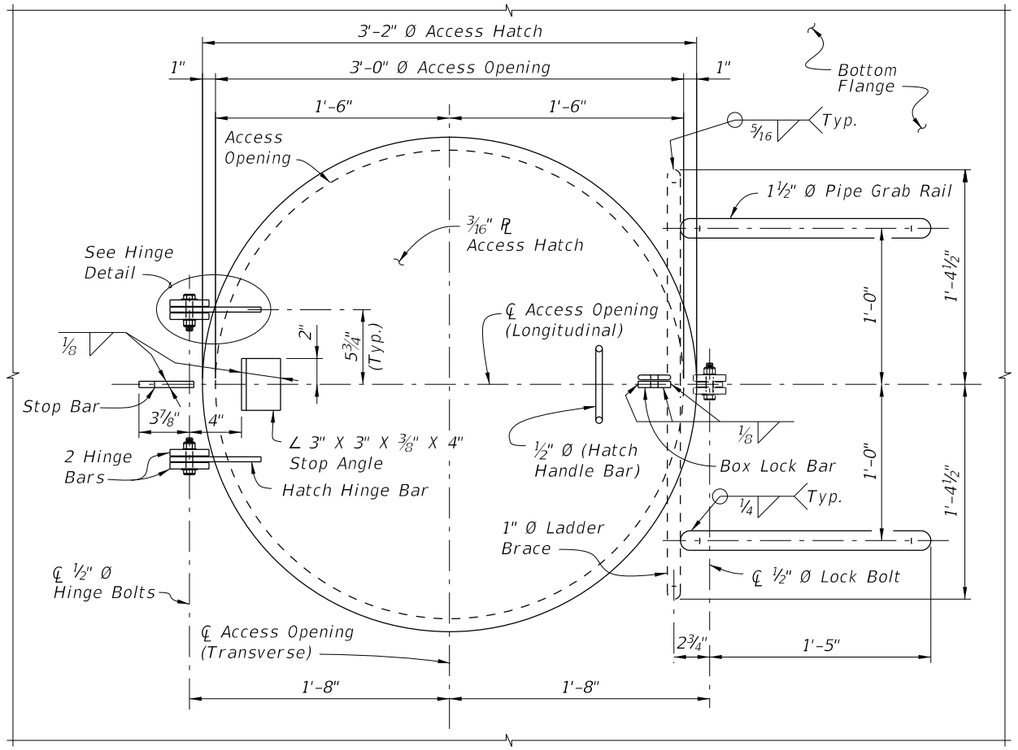
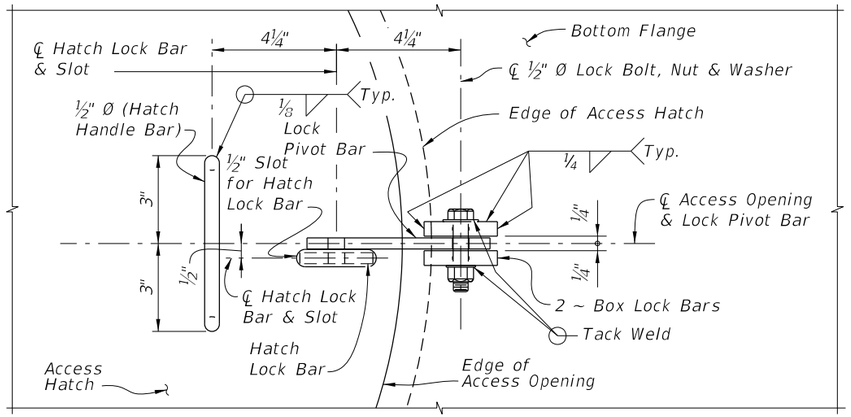
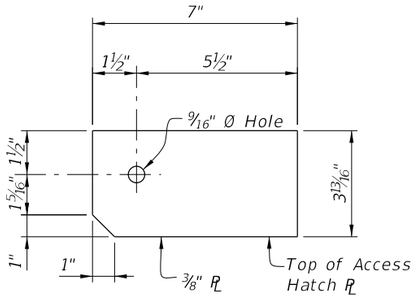
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/13			FY 2020-21 STANDARD PLANS	EXPANSION JOINT SYSTEM - POURED JOINT WITH BACKER ROD	458-110	2 of 2



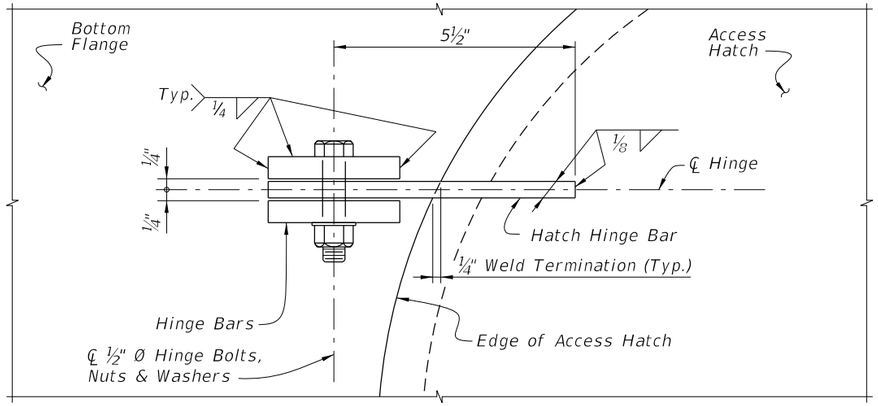
PLAN VIEW OF ACCESS HATCH ASSEMBLY



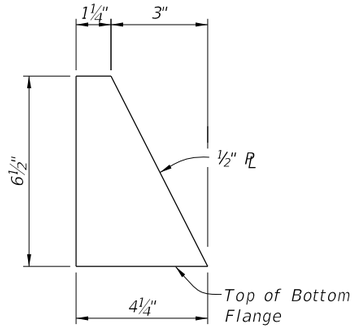
VIEW A-A



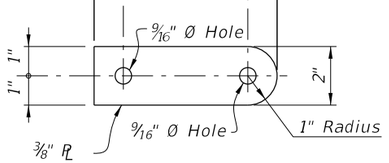
HATCH HINGE BAR DETAIL



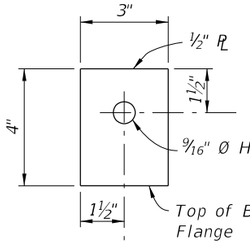
HINGE DETAIL



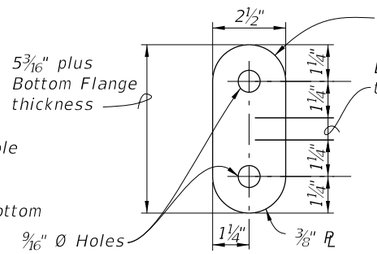
STOP BAR DETAIL



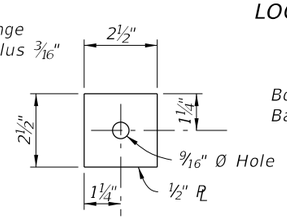
LOCK PIVOT BAR DETAIL



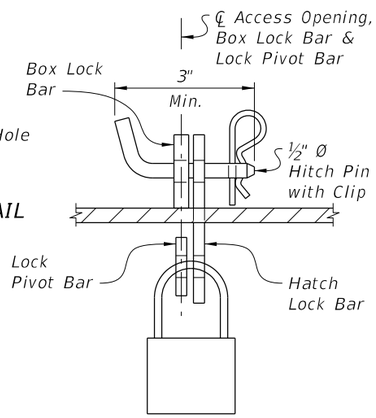
HINGE BAR DETAIL



HATCH LOCK BAR DETAIL

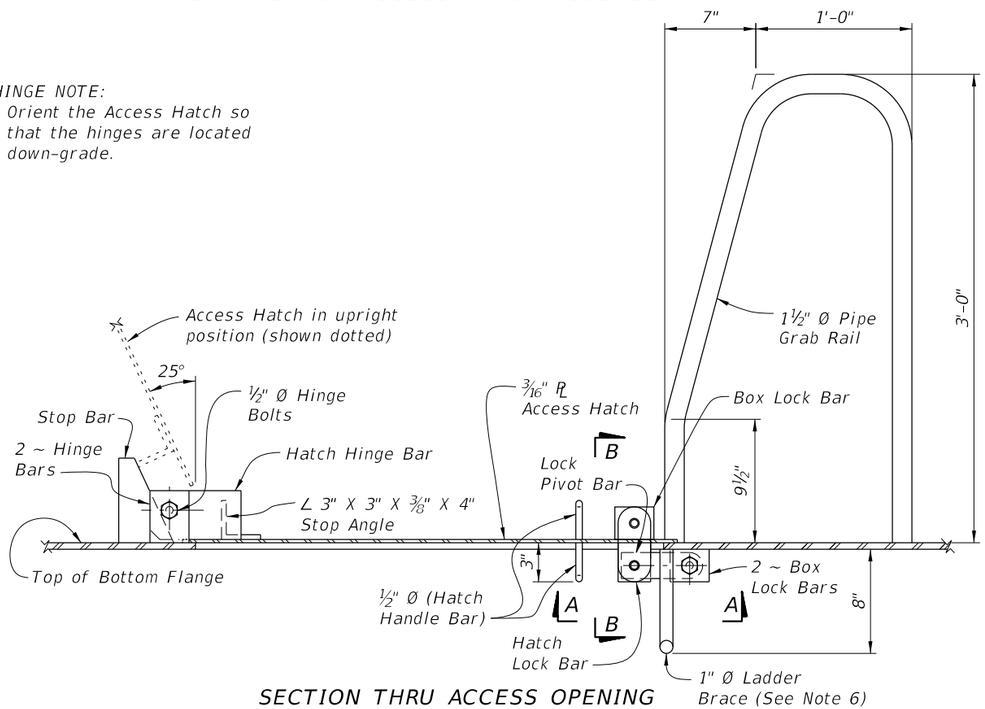


BOX LOCK BAR DETAIL



VIEW B-B
HATCH LOCK ASSEMBLY DETAIL

HINGE NOTE:
Orient the Access Hatch so that the hinges are located down-grade.



SECTION THRU ACCESS OPENING

NOTES:

1. All Structural Steel material in Access Hatch Assemblies shall conform to ASTM A709 Grade 36.
2. 1½" Ø Pipe Grab Rail shall be in accordance with ASTM A53 Grade B for standard weight pipe (Schedule 40).
3. ½" Ø Hatch Handle Bar, Hitch Pin and 1" Ø Ladder Brace shall be in accordance with ASTM A36.
4. All bolts shall conform to ASTM A307 or A449. All nuts shall conform to ASTM A563 and all washers shall conform to ASTM F-436.
5. All exposed edges of plates and openings shall be ground smooth.
6. Place Ladder Brace near the End Bents exclusively and only when the height is reasonable for access by a Ladder.
7. See Framing Plan sheets for locations of Access Hatch Openings.
8. Coat structural steel in accordance with Specification Section 560.
9. Include the cost of the Access Hatch Assembly and incidental items in the cost of the Steel Box Girders. No separate payment will be made for coating structural steel.

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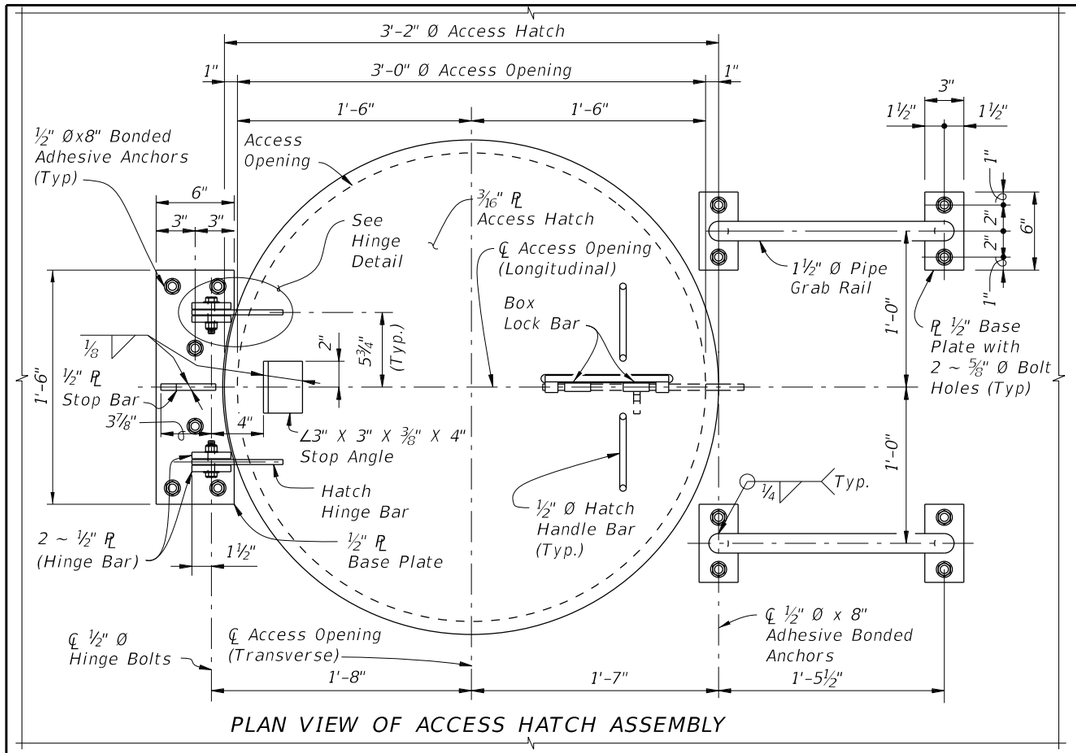
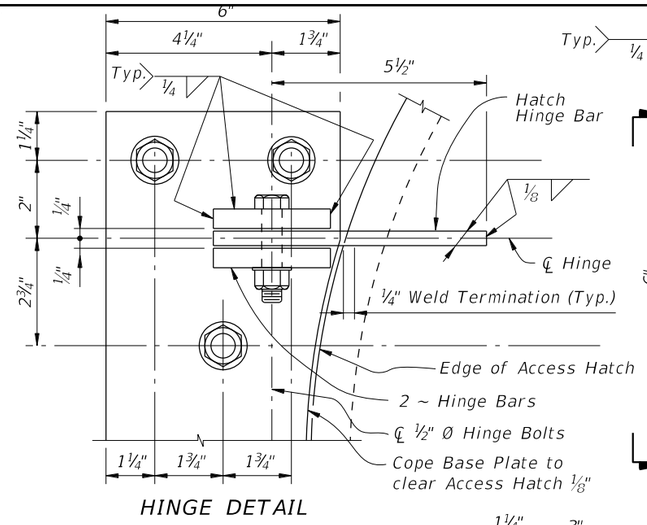
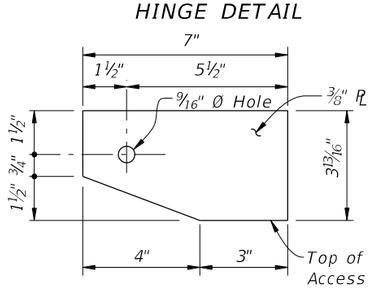
LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FY 2020-21 STANDARD PLANS	ACCESS HATCH ASSEMBLY FOR STEEL BOX SECTIONS	INDEX 460-250	SHEET 1 of 1



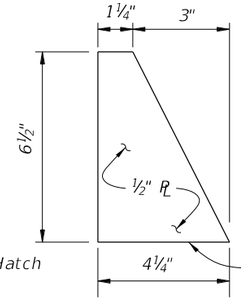
PLAN VIEW OF ACCESS HATCH ASSEMBLY



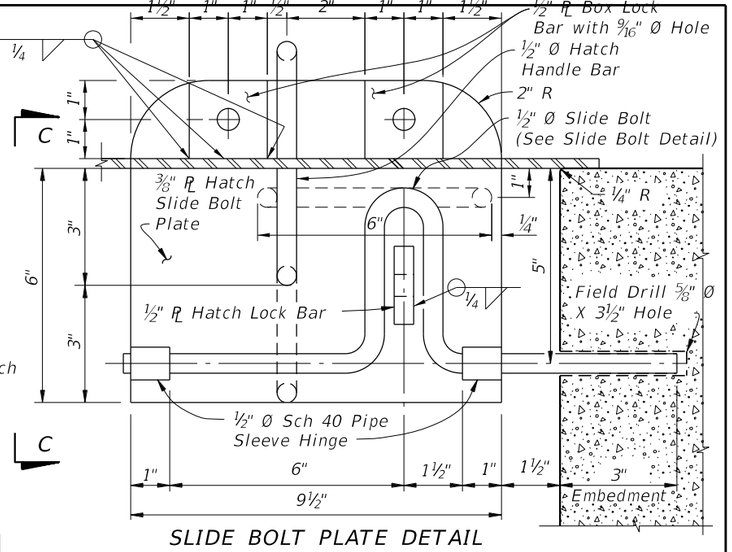
HINGE DETAIL



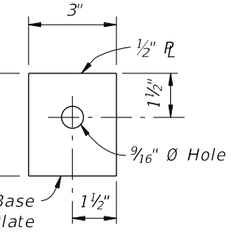
HATCH HINGE BAR DETAIL



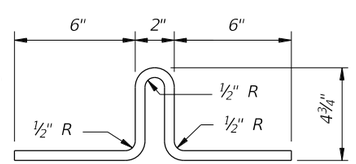
STOP BAR DETAIL



SLIDE BOLT PLATE DETAIL

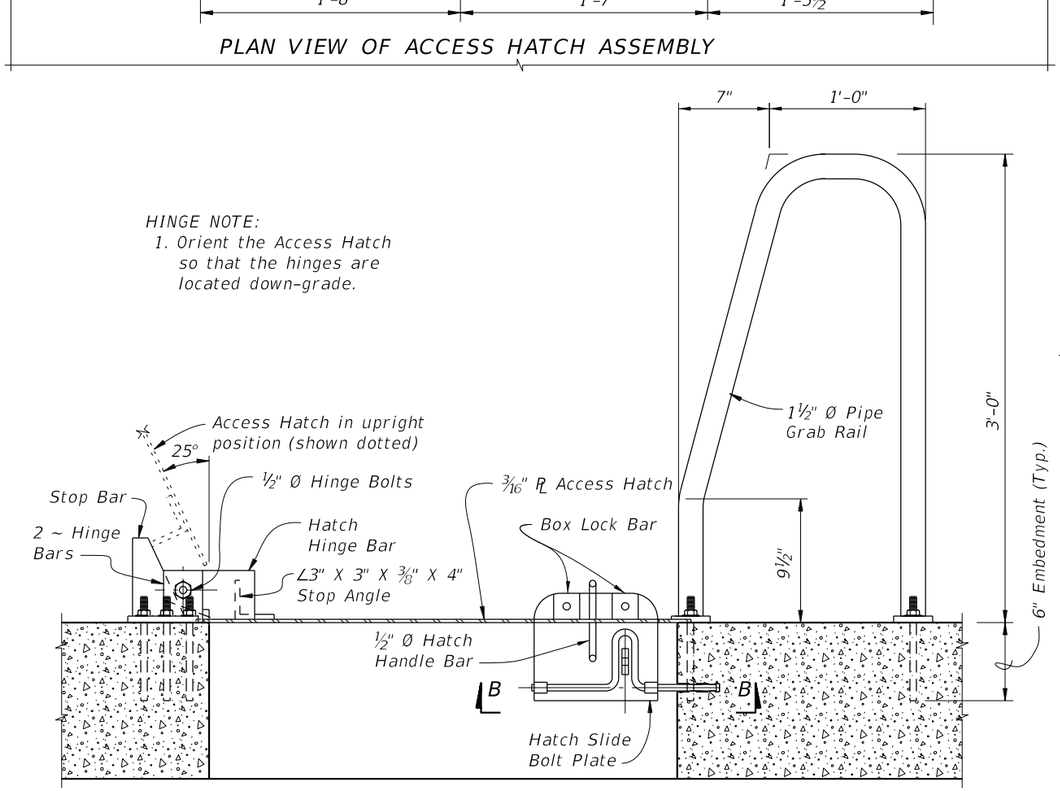


HINGE BAR DETAIL

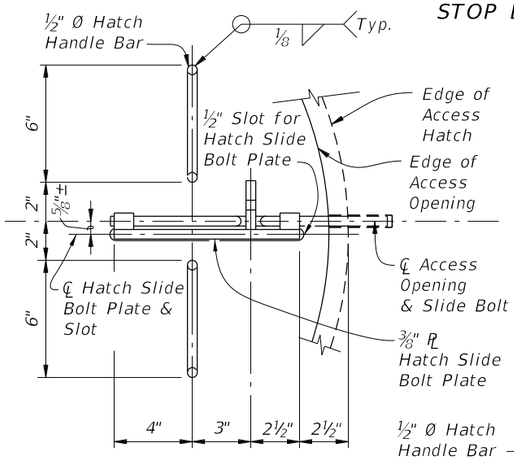


SLIDE BOLT DETAIL

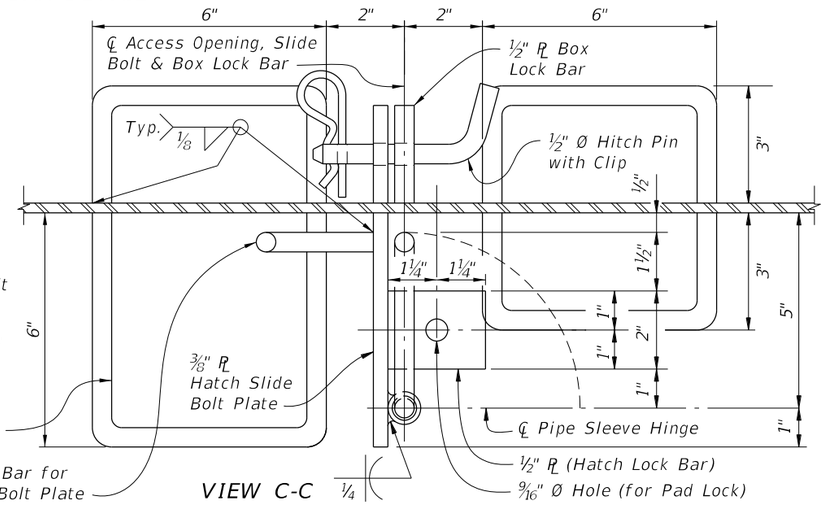
HINGE NOTE:
1. Orient the Access Hatch so that the hinges are located down-grade.



SECTION THRU ACCESS OPENING



VIEW B-B



VIEW C-C

NOTES:
1. All Structural Steel material in Access Hatch Assemblies shall conform to ASTM A709 Grade 36.
2. 1½" Ø Pipe Grab Rail shall be in accordance with ASTM A53 Grade B for standard weight pipe (Schedule 40).
3. ½" Ø Hatch Handle Bar and Hitch Pin shall be in accordance with ASTM A36.
4. All bolts shall conform to ASTM A307 or A449. All nuts shall conform to ASTM A563 and all washers shall conform to ASTM F-436.
5. All exposed edges of plates and openings shall be ground smooth.
6. See Framing Plan sheets for locations of Access Hatch Openings.
7. Coat structural steel in accordance with Specification Section 560.
8. Include the cost of the Access Hatch Assembly and incidental items in the cost of the Concrete Box Section. No separate payment will be made for coating structural steel.

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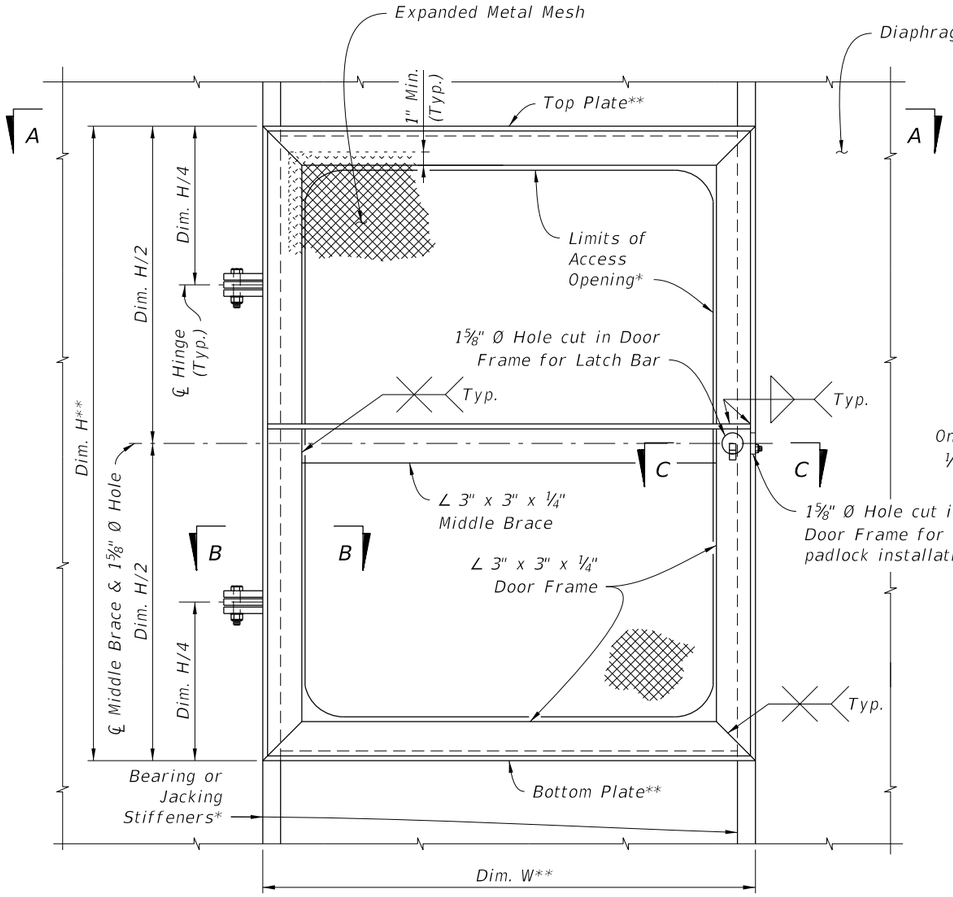
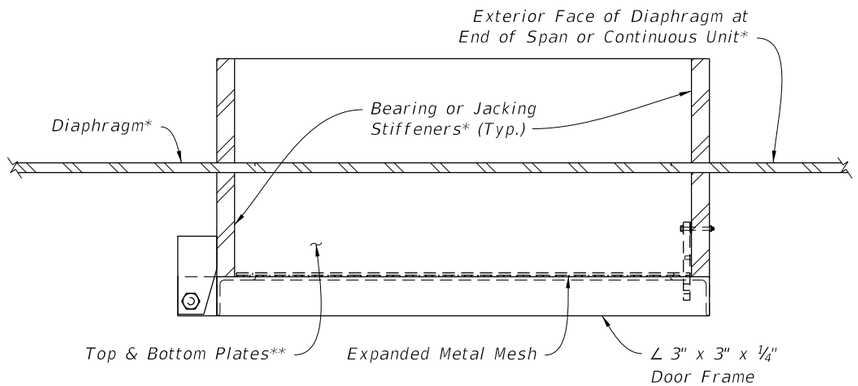
LAST REVISION	REVISION	DESCRIPTION:			
07/01/15			FY 2020-21 STANDARD PLANS	ACCESS HATCH ASSEMBLY FOR CONCRETE BOX SECTIONS	INDEX 460-251 / SHEET 1 of 1

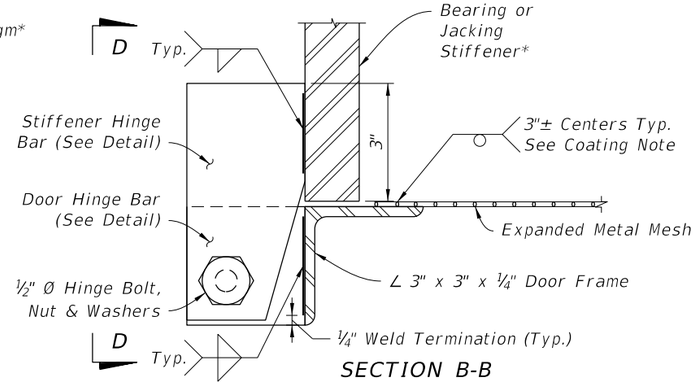


ELEVATION VIEW OF ACCESS DOOR ASSEMBLY

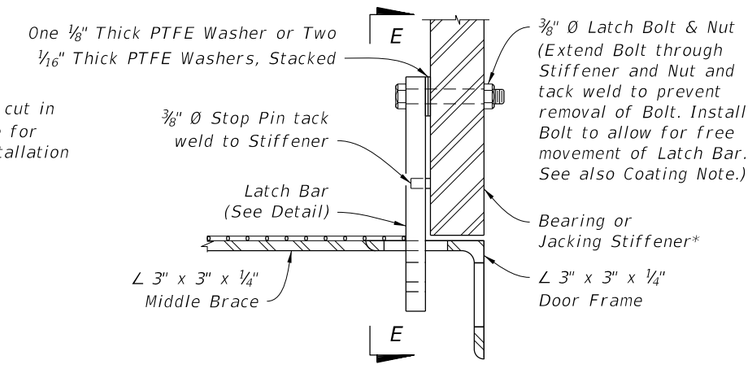
(At Access Opening in End Internal Diaphragm as seen from inside the Box Girder. Right Hand Door shown; Left Hand Door opposite hand)



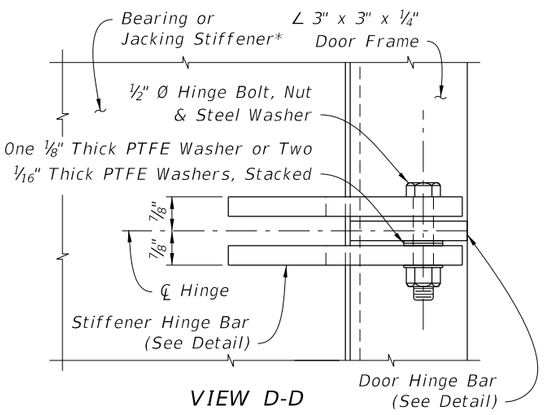
SECTION A-A



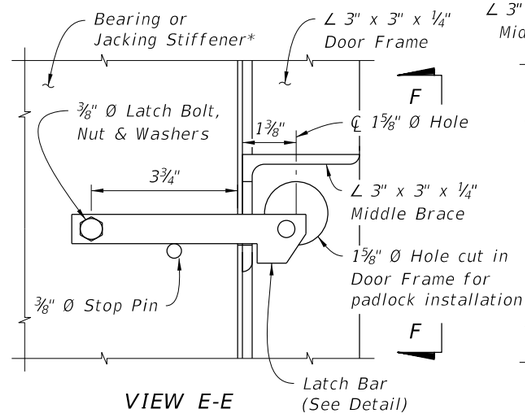
SECTION B-B



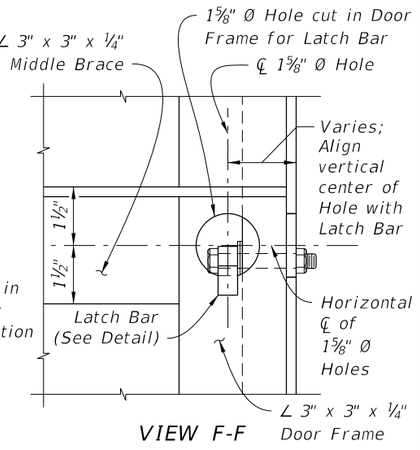
SECTION C-C



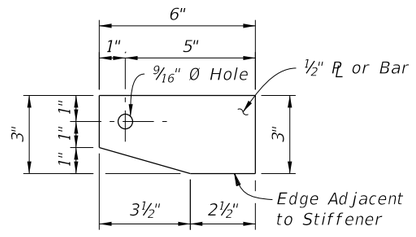
VIEW D-D



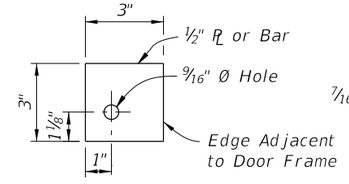
VIEW E-E



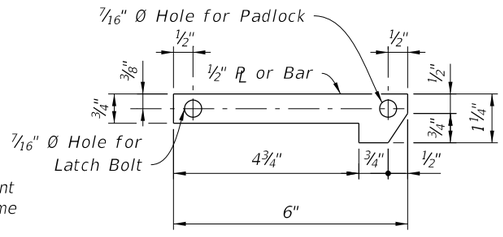
VIEW F-F



STIFFENER HINGE BAR DETAIL



DOOR HINGE BAR DETAIL



LATCH BAR DETAIL

* See Plans for dimensions and details.

** See Access Door Assembly for Steel Box Girders Data Table in the Plans for Dim. H & Dim. W.

ACCESS DOOR NOTES:

STRUCTURAL STEEL:

Fabricate Door Assemblies using structural steel in accordance with Specification 962, any grade. Grind all exposed edges and burs smooth. Non-destructive testing of welds is not required. See Plans for details of Diaphragm, Stiffeners and Top and Bottom Plates.

EXPANDED METAL MESH:

Expanded metal mesh shall be ½" No. 16 expanded carbon steel metal mesh in accordance with ASTM F1267, Type I or II, Class 2, Grade A.

BOLTS, NUTS AND STEEL WASHERS:

Bolts shall be stainless steel hex head bolts meeting the requirements of ASTM F593, Type 316. Nuts shall be ASTM F594, Type 316. Steel washers shall be stainless steel compatible with the bolts and nuts.

PTFE WASHERS:

PTFE washers shall be ¾" or 1" O.D. (nominal), 1/16" or 1/8" thick, sized for use with ⅜" or ½" diameter bolts as shown.

COATING:

Coat Access Door Assemblies after complete fabrication, including the expanded metal mesh, using an Interior Box Girder Coating System in accordance with Specification 975. Weld expanded metal mesh to the door frame after the door frame has been abrasive blast cleaned and prior to coating. Install Bolts and PTFE Washers after coating. Touch-up tack weld on Latch Bolt after welding.

DOOR HINGE LOCATION:

Place door hinges on the transverse downward side of the access opening.

PADLOCKS:

Provide a suitable keyed commercial grade, weather resistant padlock with a 2" shackle for each Access Door Assembly located at Bridge Abutments. Key all padlocks for Access Door Assemblies and Access Hatches (if present) on an individual bridge alike.

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07/01/15			FY 2020-21 STANDARD PLANS	ACCESS DOOR ASSEMBLY FOR STEEL BOX SECTIONS	INDEX 460-252	SHEET 1 of 1

TRAFFIC RAILING NOTES

This Traffic Railing Retrofit has been structurally evaluated to be equivalent or greater in strength to a design which has been successfully crash tested in accordance with NCHRP Report 350 TL-4 criteria.

CONCRETE: Concrete for Transition Blocks and Curbs shall be Class II (Bridge Deck).

REINFORCING STEEL: Reinforcing steel shall be ASTM A615, Grade 60.

THRIE-BEAM GUARDRAIL: Steel Thrie-Beam Elements shall meet the requirements for Class B (10 Gauge) Guardrail of AASHTO M 180, Type II (Zinc coated). The minimum panel length for Thrie-Beam Elements shall be 12'-6". Field drilled holes for Post connections shall be ¾" by 2½" slotted holes.

GUARDRAIL BOLTS: Guardrail bolts, nuts and washers shall be in accordance with AASHTO M180.

GUARDRAIL POSTS AND BASE PLATES: Posts and Base Plates shall be in accordance with ASTM A36 or ASTM A709 Grade 36.

ANCHOR BOLTS, NUTS AND WASHERS: Adhesive-Bonded Anchors and Anchor Bolts shall be fully threaded rods in accordance with ASTM F1554 Grade 105 or ASTM A193 Grade B7. At the Contractor's option, Anchor Bolts for through bolting may be in accordance with ASTM A449. All Nuts shall be single self-locking hex nuts and in accordance with ASTM A563 or ASTM A194. Flat Washers shall be in accordance with ASTM F436 and Plate Washers (for long slotted holes only) shall be in accordance with ASTM A36 or ASTM A709 Grade 36. After the nuts have been snug tightened, the anchor bolt threads shall be distorted to prevent removal of the nuts. Distorted threads and the exposed trimmed ends of anchors shall be coated with a galvanizing compound in accordance with the Specifications.

COATINGS: All Nuts, Bolts, Anchors, Washers, Guardrail Posts, Anchor Plates and Base Plates shall be hot-dip galvanized in accordance with the Specifications. Guardrail Post Assemblies shall be hot-dip galvanized after fabrication.

ADHESIVE-BONDED ANCHORS AND DOWELS: Adhesive Bonding Material Systems for Anchors and Dowels shall comply with Specification Section 937 and be installed in accordance with Specification Section 416. The field testing proof loads required by Specification Section 416 shall be 15,000 lbs. for ⅞" Ø anchor bolts; 55,000 lbs. for the 1¼" anchor bolts with 13" embedment; and 30,500 lbs. for the 1¼" Ø anchor bolts with 5" embedment.

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

POST SPACING: Posts shall be located along the length of the bridge at typical 6'-3" or 3'-1½" spaces. Utilize the Modified Post Spacing at Intermediate Deck Joints Details as required to clear deck joints. Establish post spacing along the bridge and Roadway Guardrail Transition beginning with the Key Post. The variable post spacings located near begin and end bridge may be utilized to optimize the typical post spacing. Variable lengths of guardrail overlap are also permitted to optimize the typical post spacing. Symmetry of post spacing is not necessary.

THRIE-BEAM EXPANSION SECTION: Thrie-Beam Expansion Sections shall be installed at locations shown in the Plans. Install nuts for splice bolts finger-tight at 2½" slots in thrie beam expansion sections. Nuts shall fully engage bolts with a minimum of one bolt thread extending beyond the nuts. Distort the first thread on the outside of the nut to prevent loosening. Tighten guardrail bolts in 3¾" slots at guardrail post(s) that lie between the slotted expansion splice and bridge deck joint so that the bolt heads are in full contact with thrie-beam elements, but not so tight as to impede movement due to expansion.

BEARING PADS: Provide plain Neoprene pads with a durometer hardness of 60 or 70 and meeting the requirements of Specification Section 932, for ancillary structures.

ELEVATION MARKERS: Elevation Markers need not be replaced when portions of the existing traffic railing carrying existing elevation markers are removed.

BARRIER DELINEATORS: Install Barrier Delineators at the top of the guardrail offset blocks in accordance with Specification Section 705. Match the Barrier Delineators color (white or yellow) to the near edgeline.

PEDESTRIAN SAFETY TREATMENTS: Pedestrian Safety Treatment is required when called for in the Plans. See Index 536-001 for details.

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

PAYMENT: Payment will be made under Metal Traffic Railing (Thrie-Beam Retrofit) which shall include all materials and labor required to fabricate and install the barrier and lapped guardrail where necessary to maintain post spacing. Transition Blocks and Curbs, Bridge Name Plate and Barrier Delineators and installation of Elevation Markers, where required, will not be paid for directly but shall be considered as incidental work.

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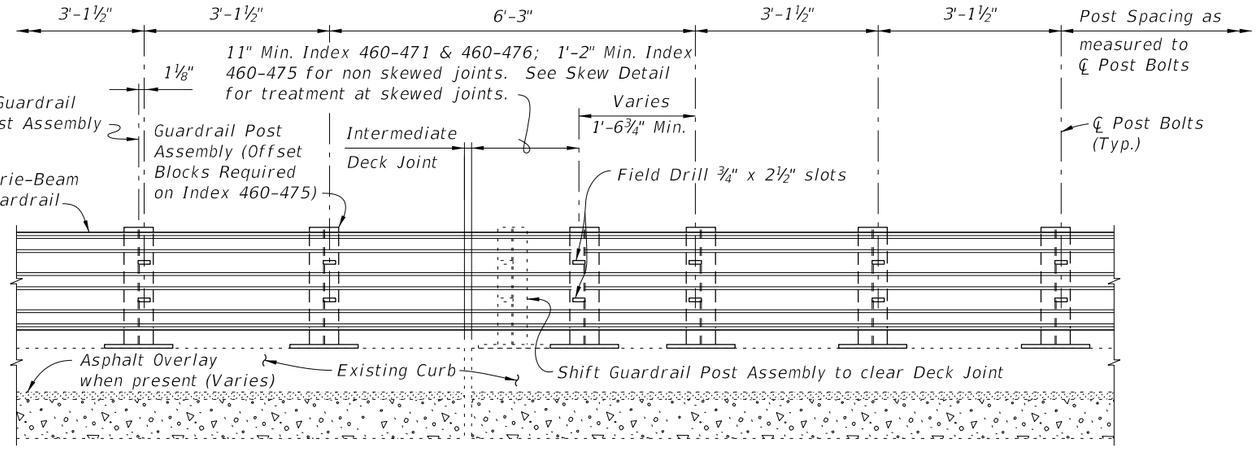
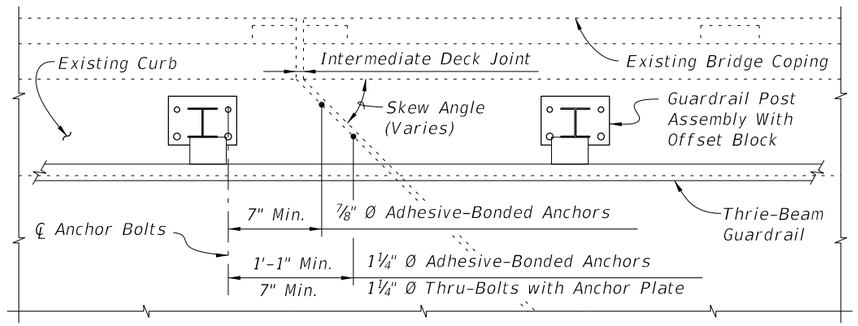
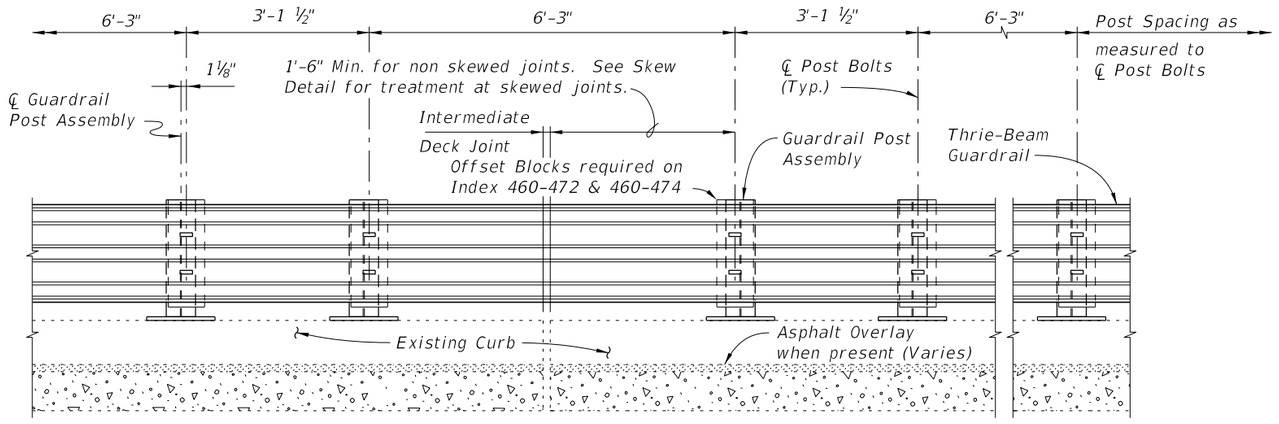
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) TYPICAL DETAILS & NOTES	INDEX	SHEET
11/01/19						460-470	1 of 3



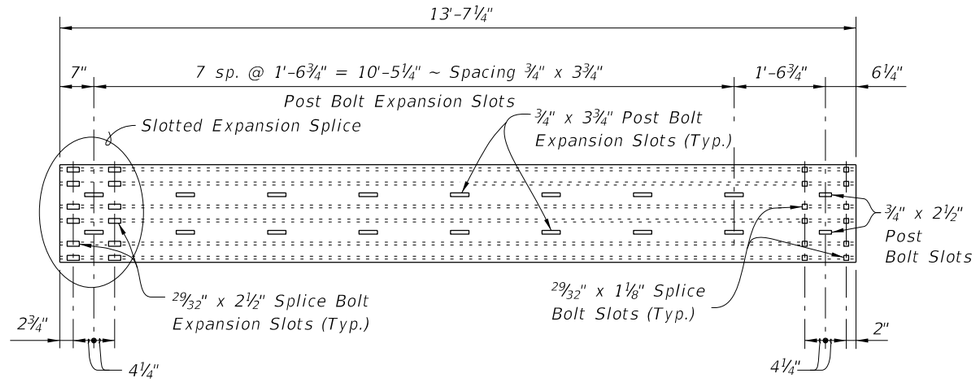
PARTIAL ELEVATION OF INSIDE FACE OF RAILING
MODIFIED POST SPACING AT INTERMEDIATE DECK JOINTS DETAIL
FOR INDEX 460-471, 460-475 & 460-476



PARTIAL PLAN
INTERMEDIATE JOINT SKEW DETAIL



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
MODIFIED POST SPACING AT INTERMEDIATE DECK JOINTS DETAIL
FOR INDEX 460-472, 460-473 & 460-474



THRIE-BEAM EXPANSION SECTION

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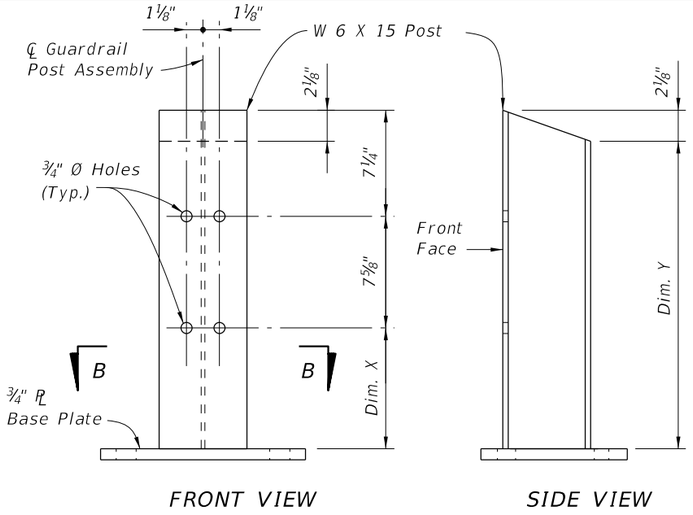
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) TYPICAL DETAILS & NOTES	INDEX	SHEET
01/01/08						460-470	2 of 3

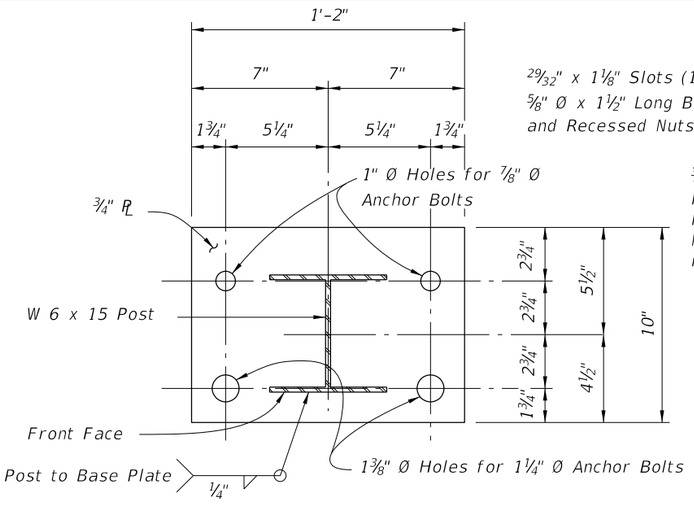


FRONT VIEW SIDE VIEW

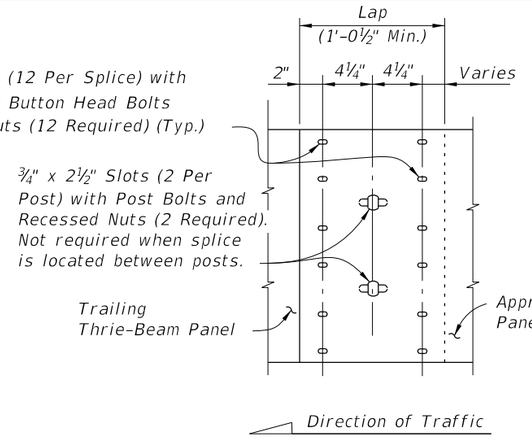
POST DIMENSION TABLE			
POST	CURB HEIGHT (DIM. A)	DIM. X	DIM. Y
Post "A"	5" to 7"	11¼"	2'-0"
Post "B"	> 7" to 10"	9¼"	1'-10"
Post "C"	> 10" to 1'-0"	7¼"	1'-8"

Note: Dim. A is equal to the exposed curb height. For location of Dim. A see Index 460-471 thru 460-476, Sheet 1.

GUARDRAIL POST ASSEMBLY DETAIL

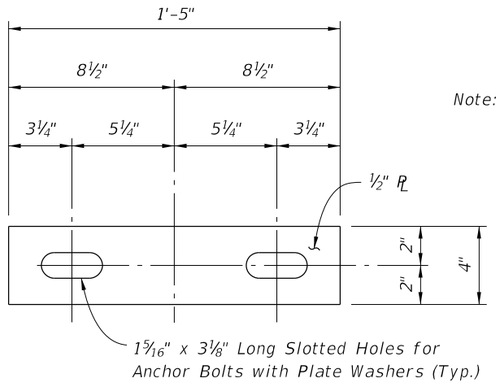


SECTION B-B



THRIE-BEAM GUARDRAIL SPLICE

Note: All Thrie Beam Panels shall be lapped in the direction of adjacent traffic. At the Contractor's option, laps may be extended. Field drill holes in Trailing Thrie Beam Guardrail Panel as required.



ANCHOR PLATE DETAIL

Note: The Anchor Plate and Plate Washer are applicable only to 1¼" Ø Anchor Bolts that are to be thru-bolted for Index 460-471 & 460-476.

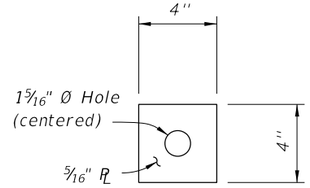
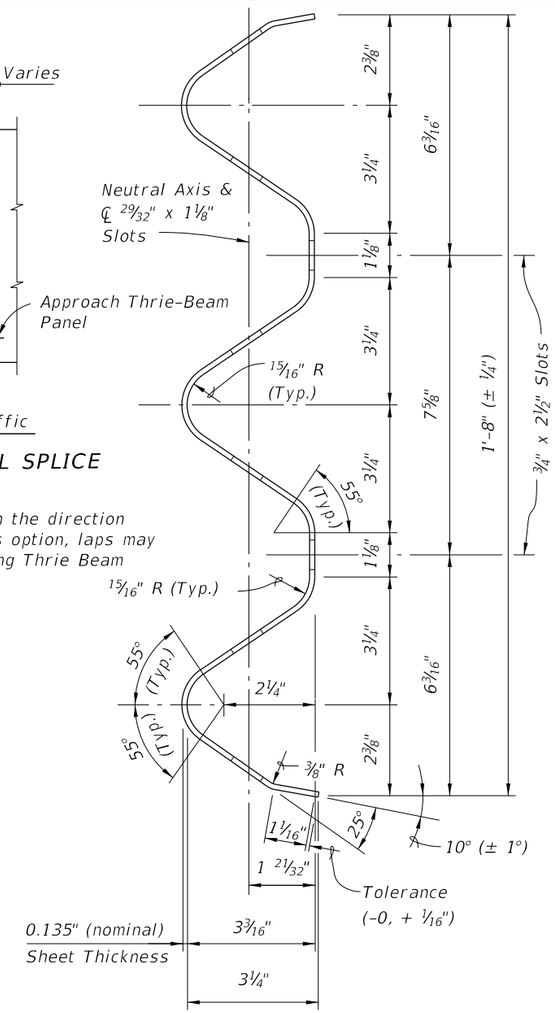
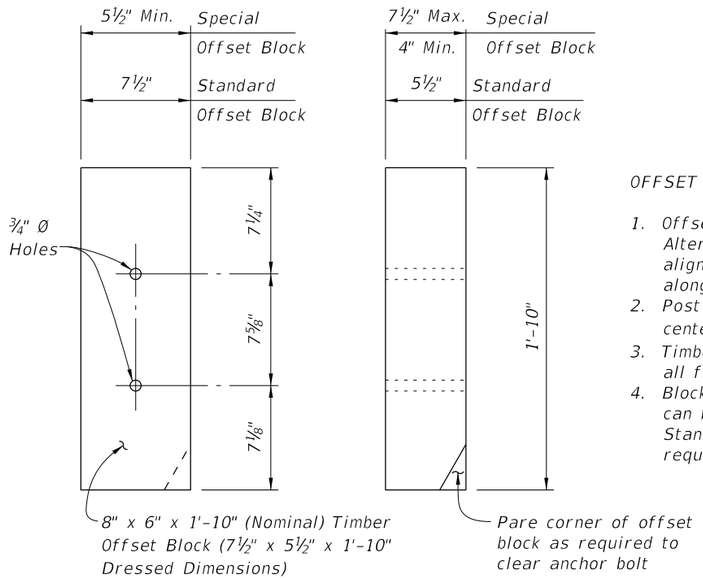


PLATE WASHER DETAIL



TYPICAL SECTION THRU THRIE-BEAM GUARDRAIL (EXPANSION SECTION SIMILAR)

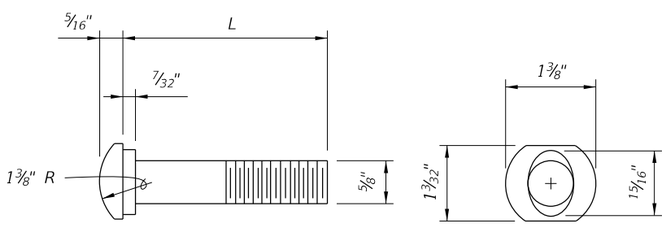
OFFSET BLOCK DETAIL



FRONT VIEW SIDE VIEW

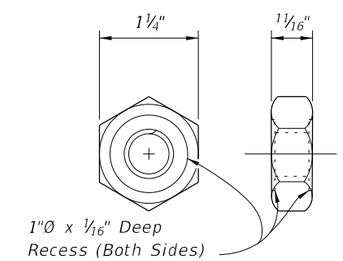
OFFSET BLOCK NOTES:

1. Offset blocks shall be timber or Approved Alternate. Uniformity of block size and alignment of guardrail shall be maintained along length of retrofit.
2. Post bolt holes in offset blocks to be centered (± ¼").
3. Timber offset blocks shall be dressed on all four sides (S4S).
4. Block assemblies for Special Offset Blocks can be made up of 2 or 3 Special or Standard Offset Blocks, field dressed as required.



⅝" OVAL SHOULDER BUTTON HEAD BOLT

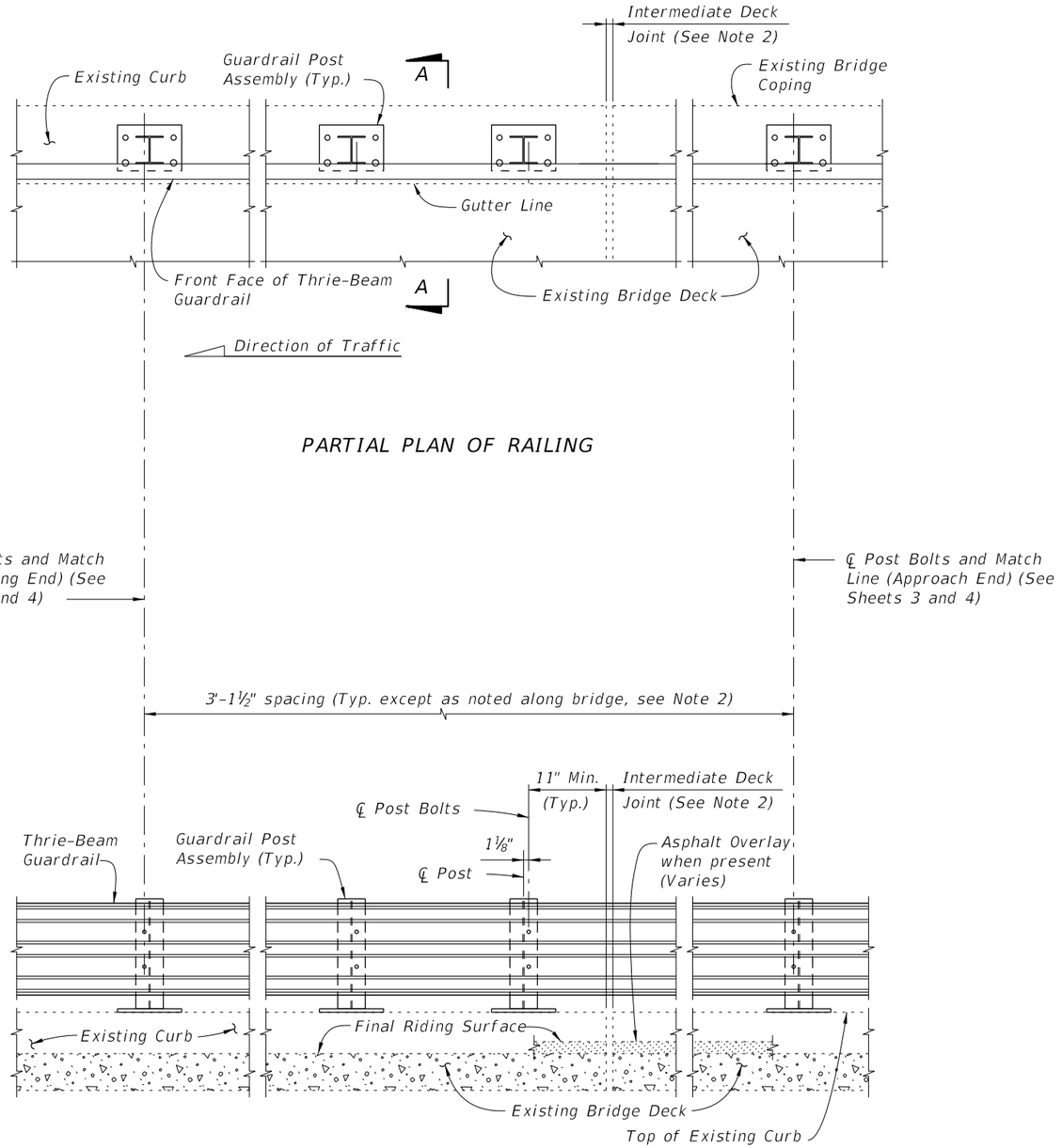
L	THREAD LENGTH	APPLICATION
1½"	Full Length	Rail Splice Bolt, Post Bolt for Index 460-471, 460-473 & 460-476
Varies (8" Min.)	4" Min.	Post Bolt for Index 460-472, 460-473, 460-474, 460-475 & 460-476



⅝" MODIFIED HEAVY HEX NUT (RECESSED NUT)

11/18/2019 4:07:52 PM

LAST REVISION	REVISION	DESCRIPTION:				
01/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) TYPICAL DETAILS & NOTES	INDEX 460-470	SHEET 3 of 3



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

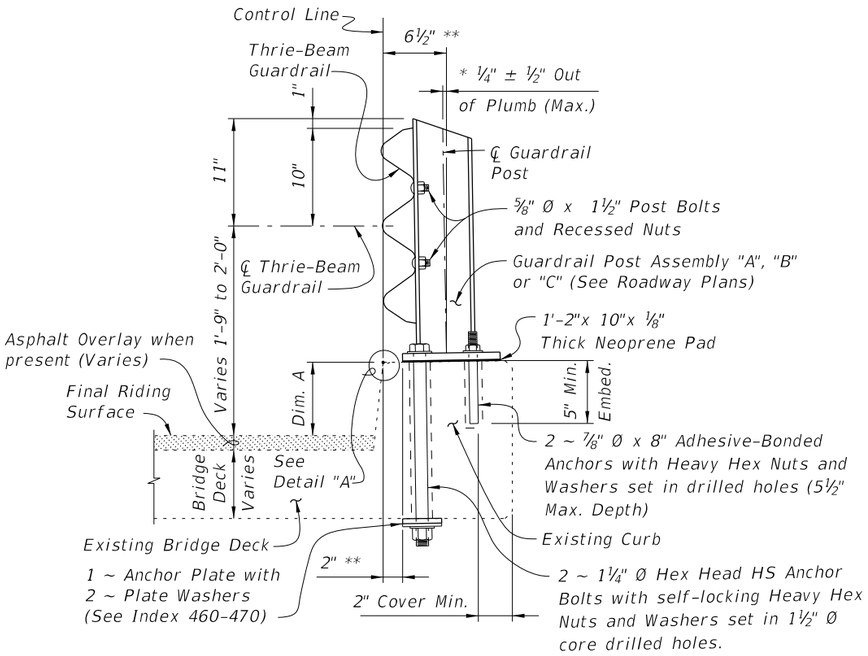
NOTES:

1. On approach end provide Index 536-002 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index 460-470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

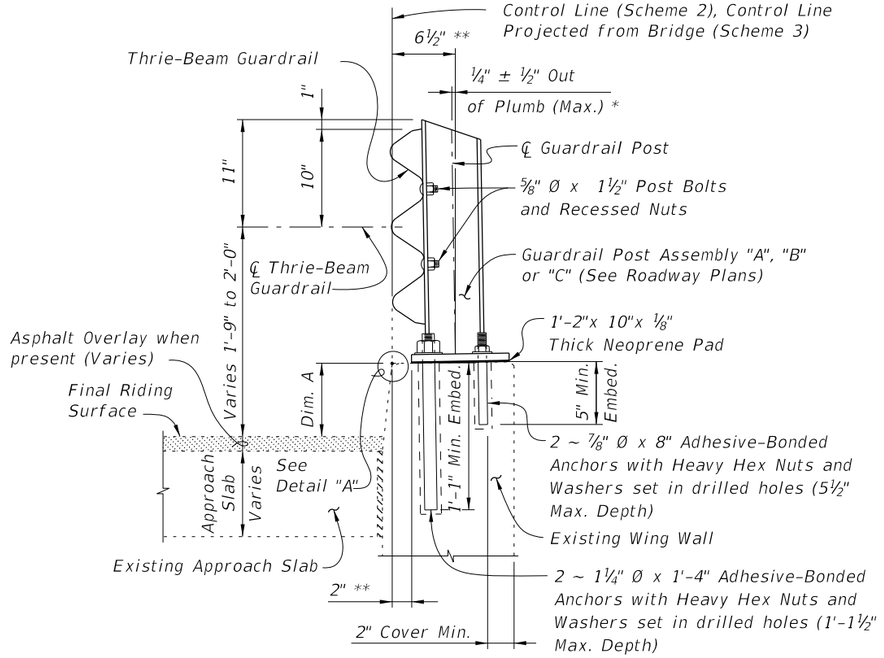
CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.

11/18/2019 4:07:53 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) NARROW CURB	INDEX	SHEET
01/01/08						460-471	1 of 4

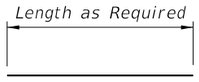


SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



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

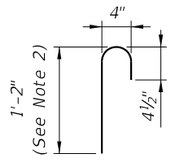
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
A	4	AS REQUIRED
D	4	1'-11"
L	4	4'-1"



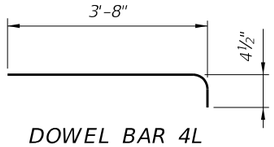
BAR 4A

NOTES:
1. All bar dimensions are out to out.
2. The 1'-2" vertical dimension shown for Bar 4D is based on a curb height of 9". If curb height is less or more than 9", decrease or increase this dimension by an amount equal to the difference in curb height.

BAR BENDING DIAGRAMS



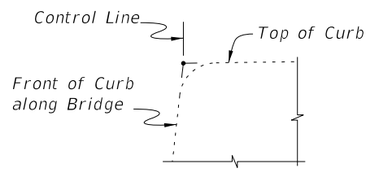
Dowel Bar 4D
(Standard 180° Hook)



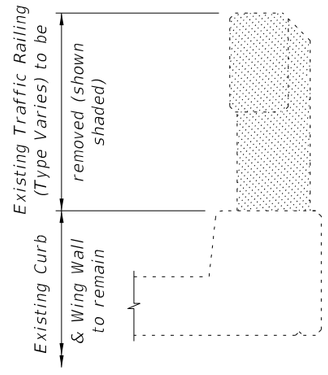
DOWEL BAR 4L

* Shim with washers around Anchors as required to maintain tolerance.

** Offset may vary ± 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.



DETAIL "A"

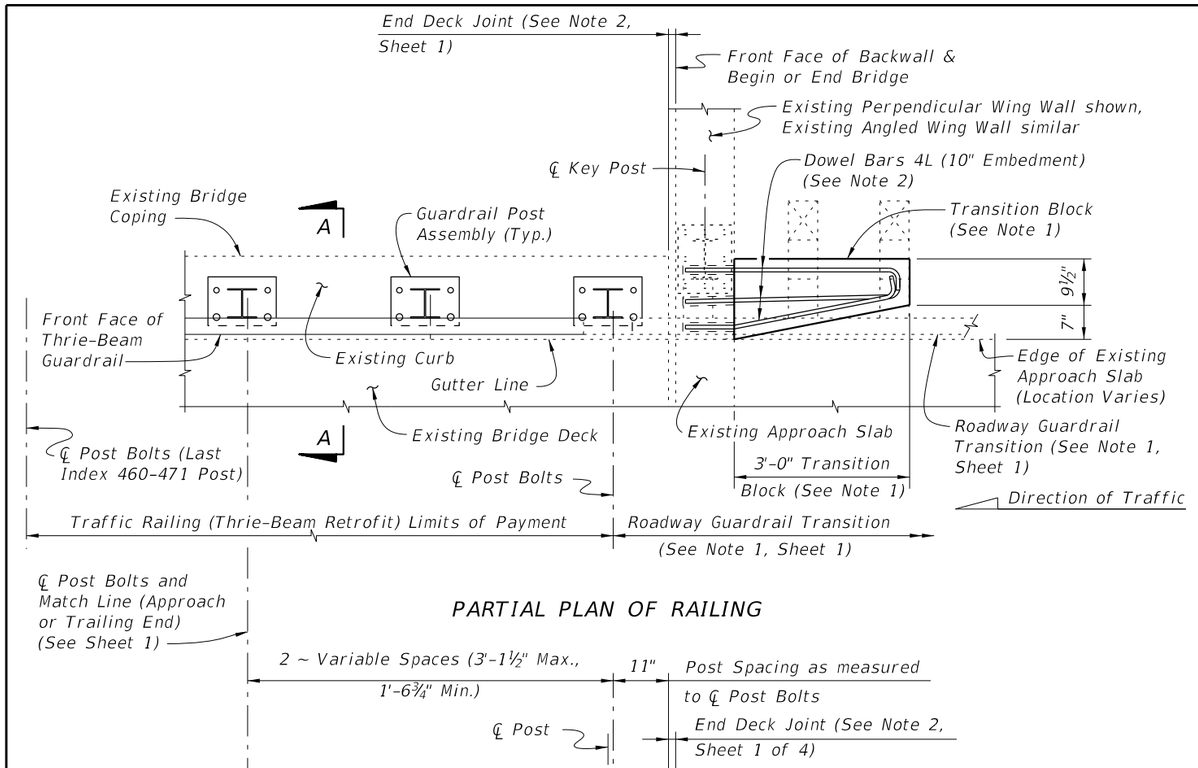


TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL
(BRIDGE DECK SHOWN, WING WALL SIMILAR)

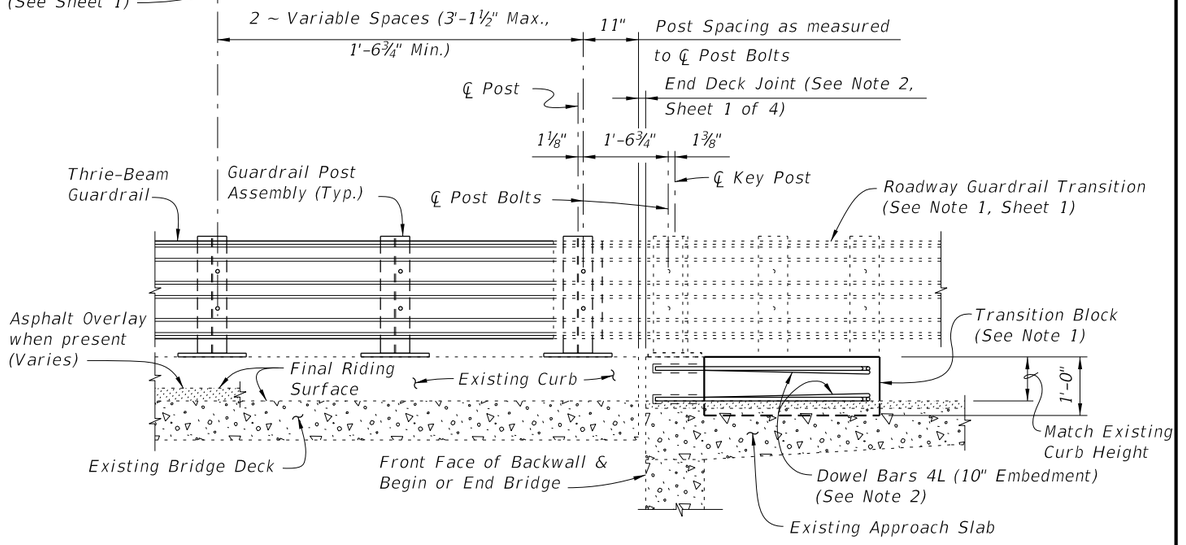
CROSS REFERENCES:
For location of Section A-A see Sheets 1, 3 & 4.
For location of Section B-B see Sheets 3 & 4.
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

11/18/2019 4:07:54 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) NARROW CURB	INDEX	SHEET
01/01/08						460-471	2 of 4



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING

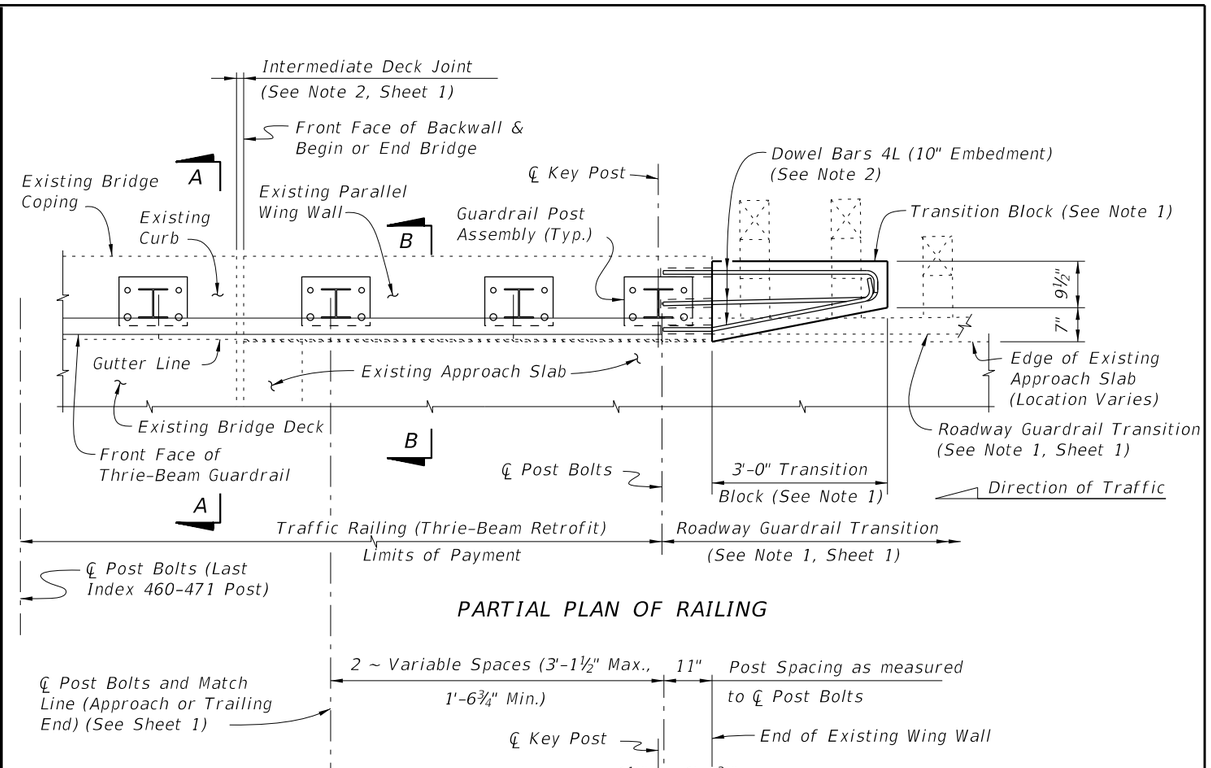
SCHEME 1

RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

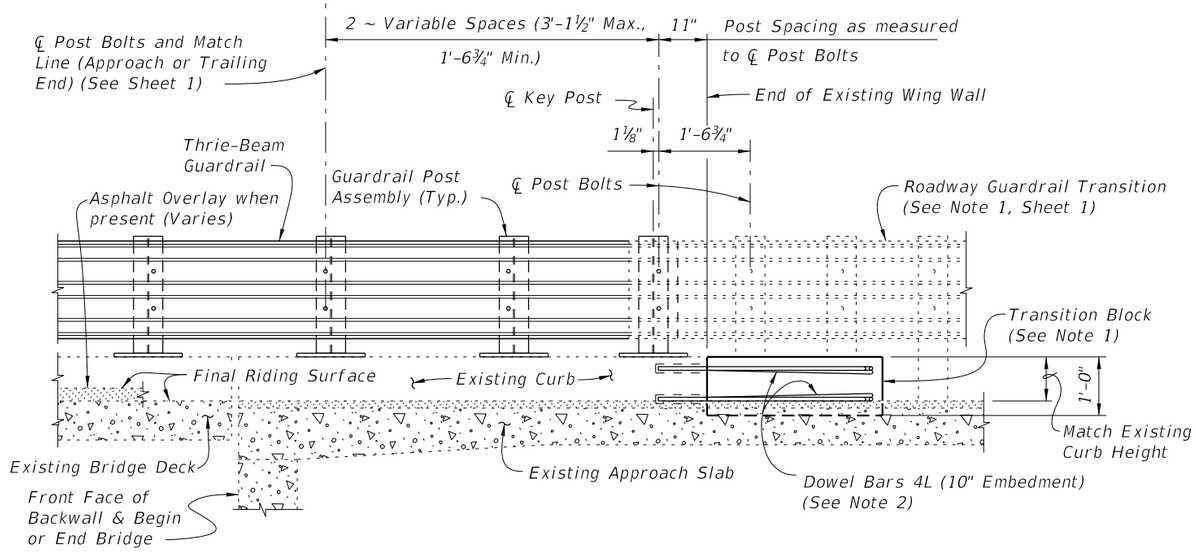
SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEME 2

RAILING END TREATMENT FOR PARALLEL WING WALLS

SCHEME 2 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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

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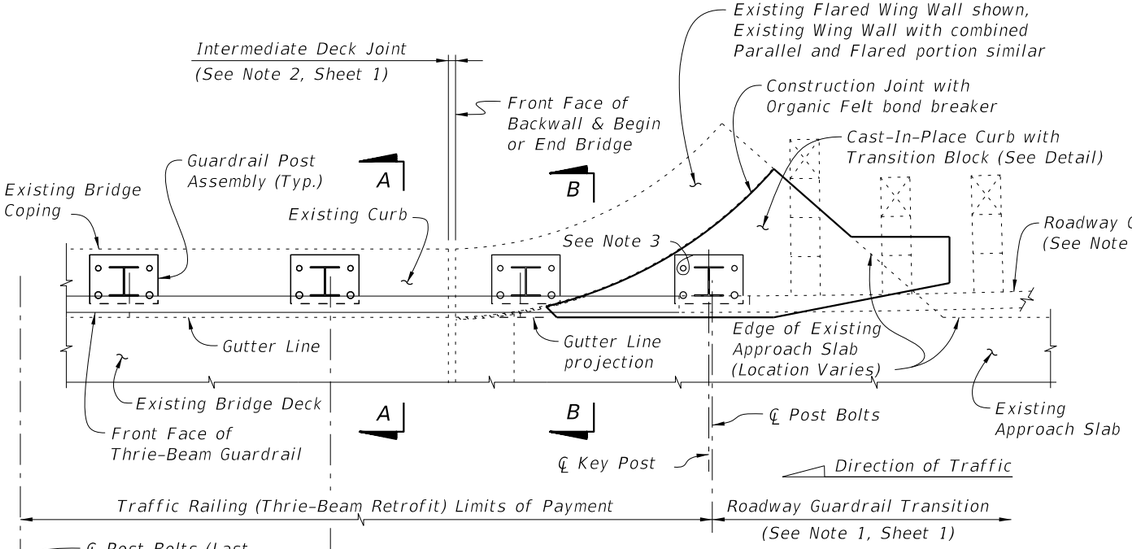
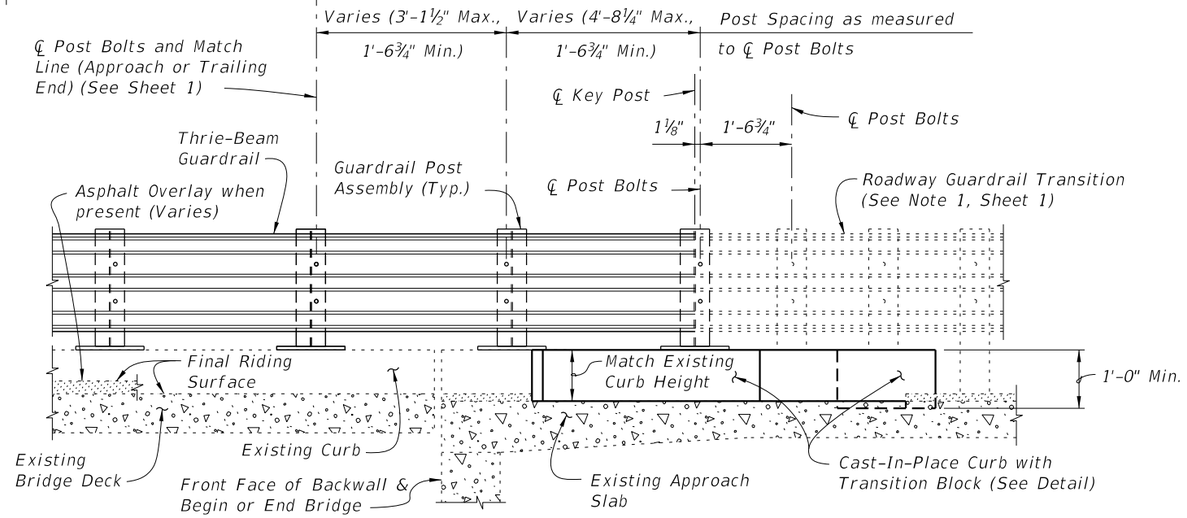
LAST REVISION	REVISION	DESCRIPTION:				
01/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) NARROW CURB	INDEX 460-471	SHEET 3 of 4



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEME 3

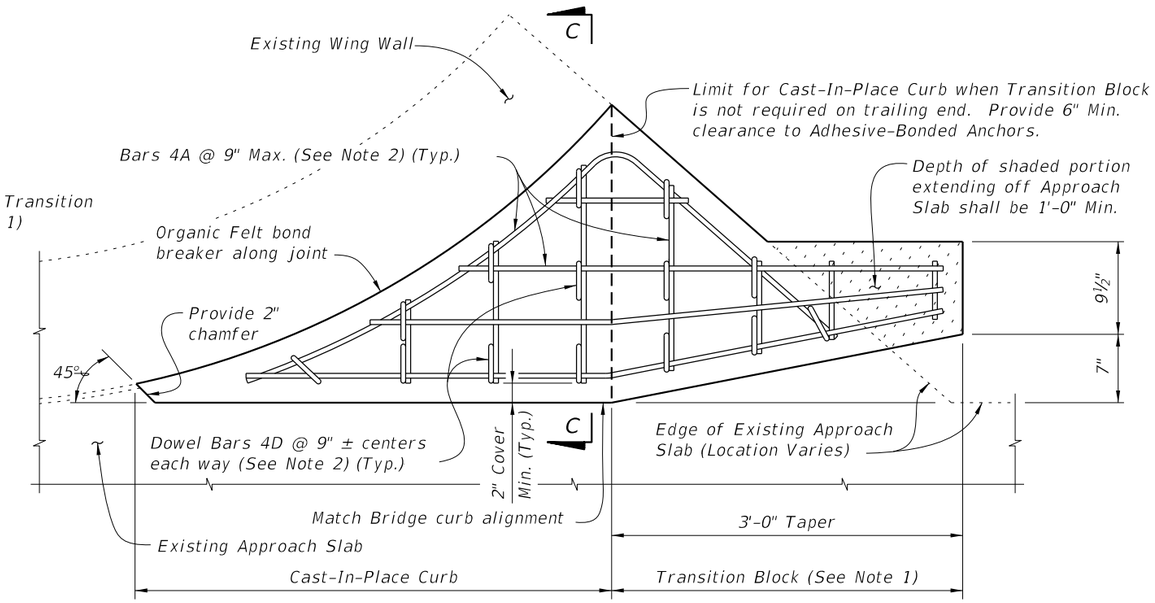
RAILING END TREATMENT FOR FLARED WING WALLS

SCHEME 3 NOTES:

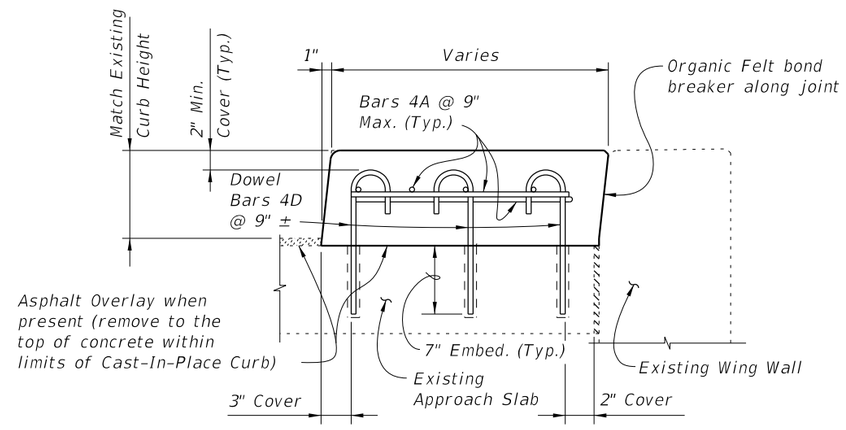
1. Provide Cast-In-Place Curb as shown. Shape and height of Transition Block and Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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

3. A single ⅞" Ø x 8" Adhesive-Bonded Anchor may be omitted as shown when 2" clear cover cannot be provided.



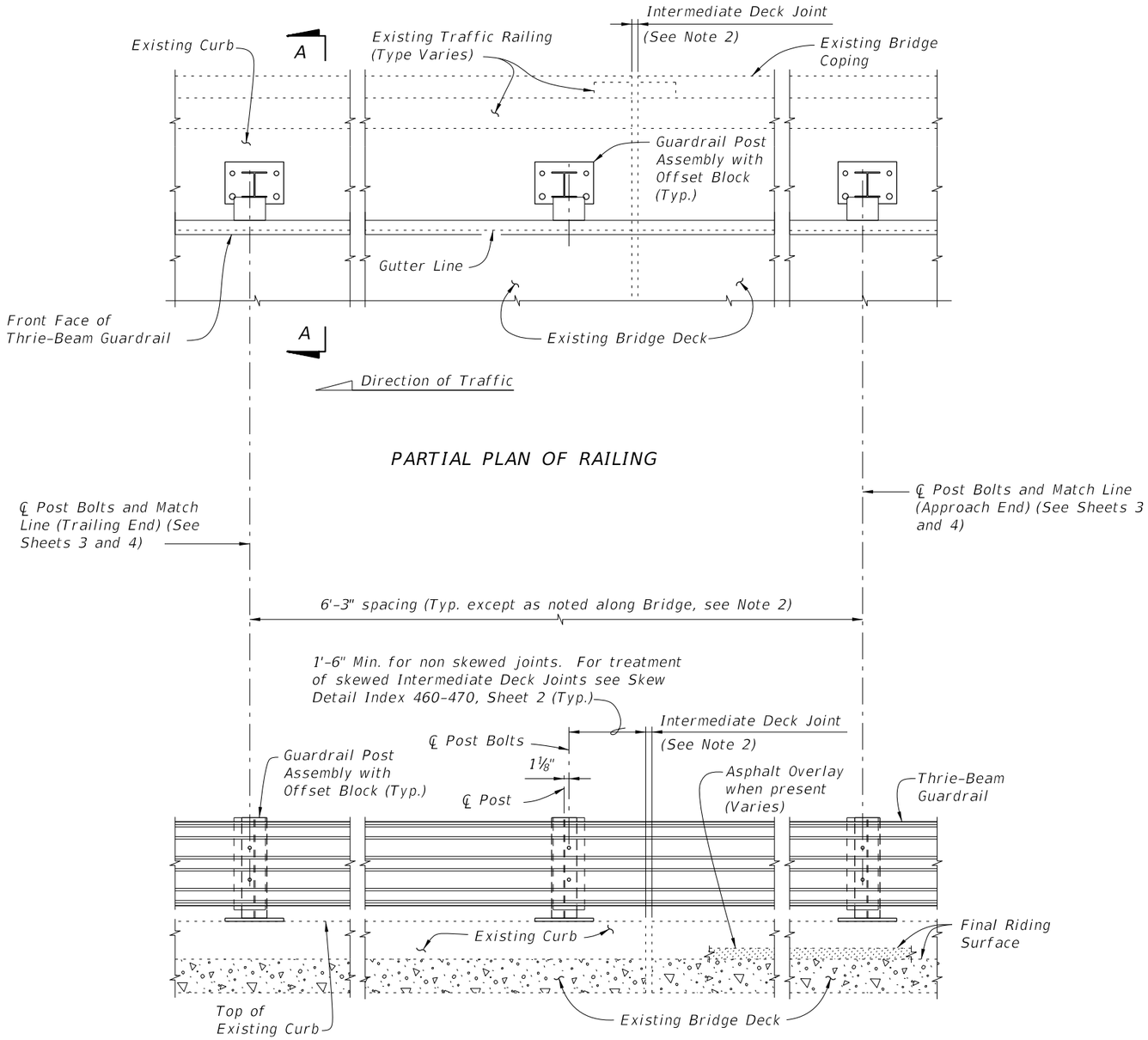
PLAN OF CAST-IN-PLACE CURB & TRANSITION BLOCK DETAIL
(Approach End with Transition Block Shown, Trailing End without Transition Block Similar)



SECTION C-C

11/18/2019 4:07:56 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) NARROW CURB	460-471	4 of 4



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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:

1. *On approach end provide Index 536-002 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.*

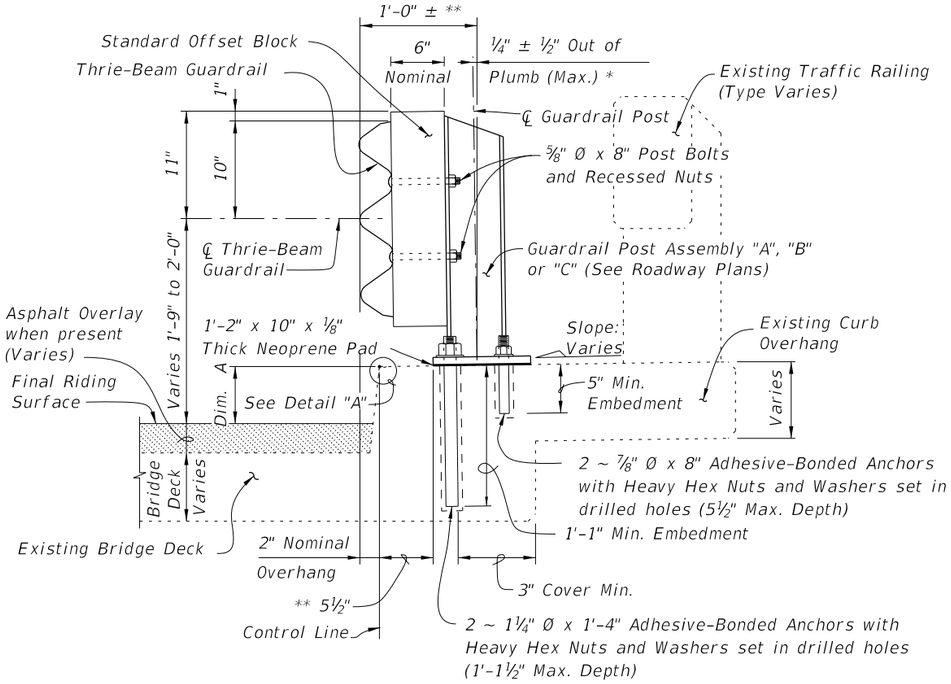
2. *Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index 460-470, Sheet 2, as required.*

3. *Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.*

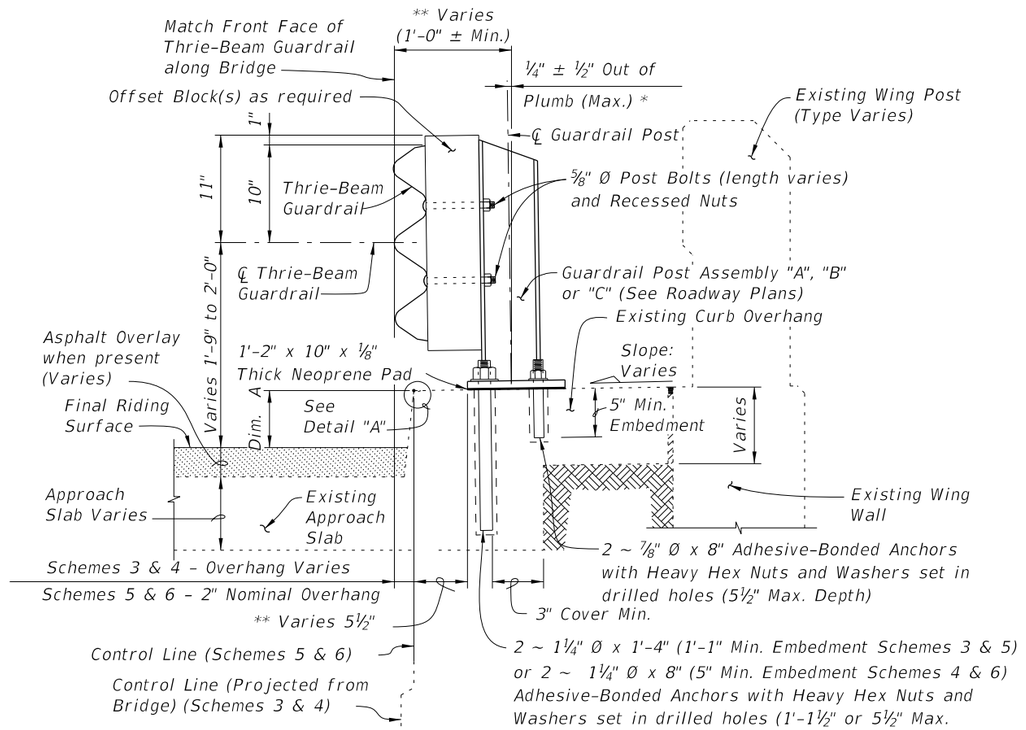
CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.

11/18/2019 4:07:59 PM

LAST REVISION	REVISION	DESCRIPTION:				
01/01/08			FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 1	INDEX 460-472 / SHEET 1 of 4



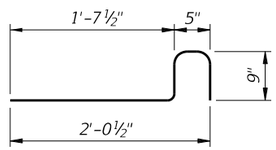
SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



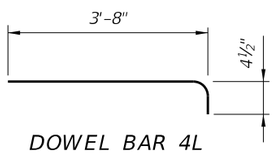
SECTION B-B
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
D	4	3'-7"
L	4	4'-1"
M	4	2'-8"

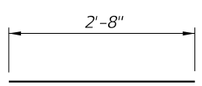
BAR BENDING DIAGRAMS



DOWEL BAR 4D



DOWEL BAR 4L

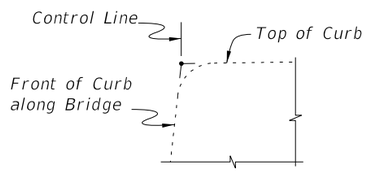


BAR 4M

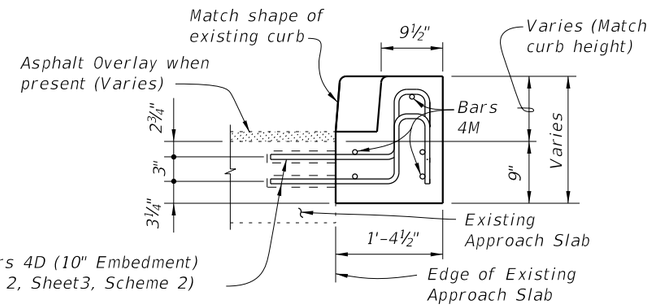
NOTE: All bar dimensions are out to out.

* Shim with washers around Anchors as required to maintain tolerance.

** Offset may vary ± 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.



DETAIL "A"

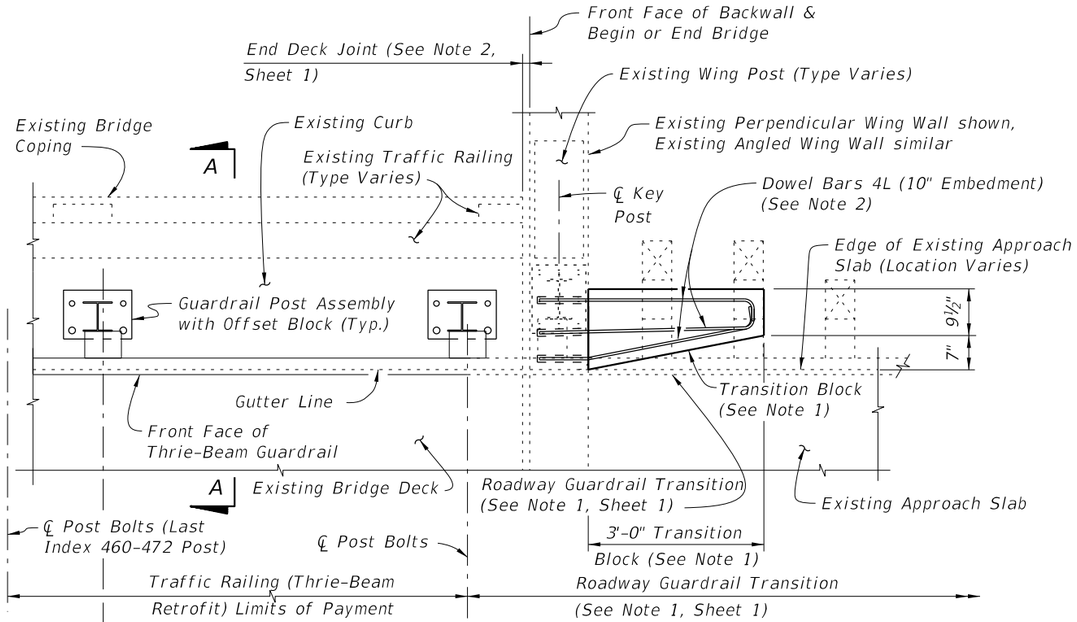


VIEW C-C

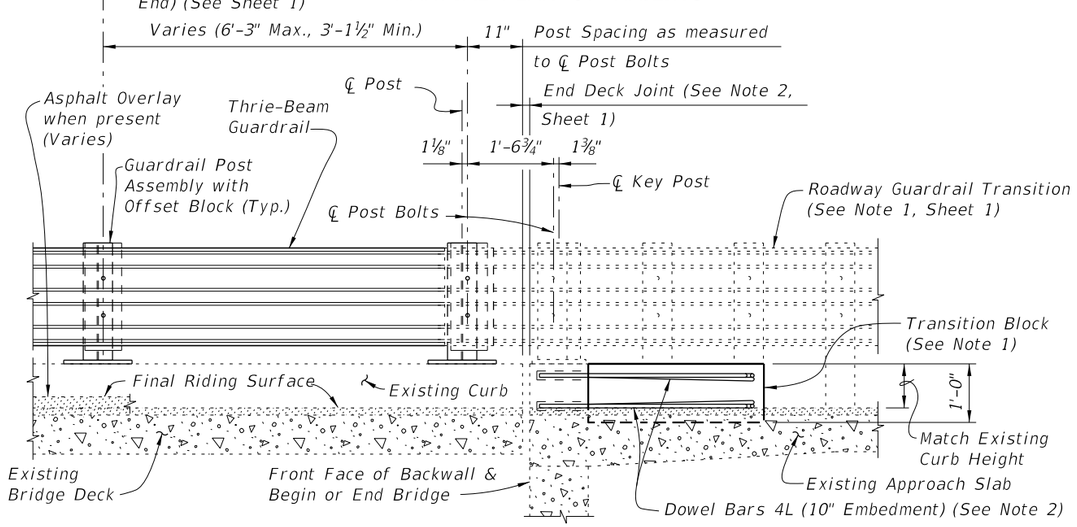
CROSS REFERENCES:
For location of Section A-A see Sheets 1, 3 & 4.
For location of Section B-B see Sheet 4.
For location of View C-C see Sheet 3.
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

11/18/2019 4:08:01 PM

LAST REVISION	REVISION	DESCRIPTION:				
07/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 1	INDEX 460-472	SHEET 2 of 4



PARTIAL PLAN OF RAILING



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

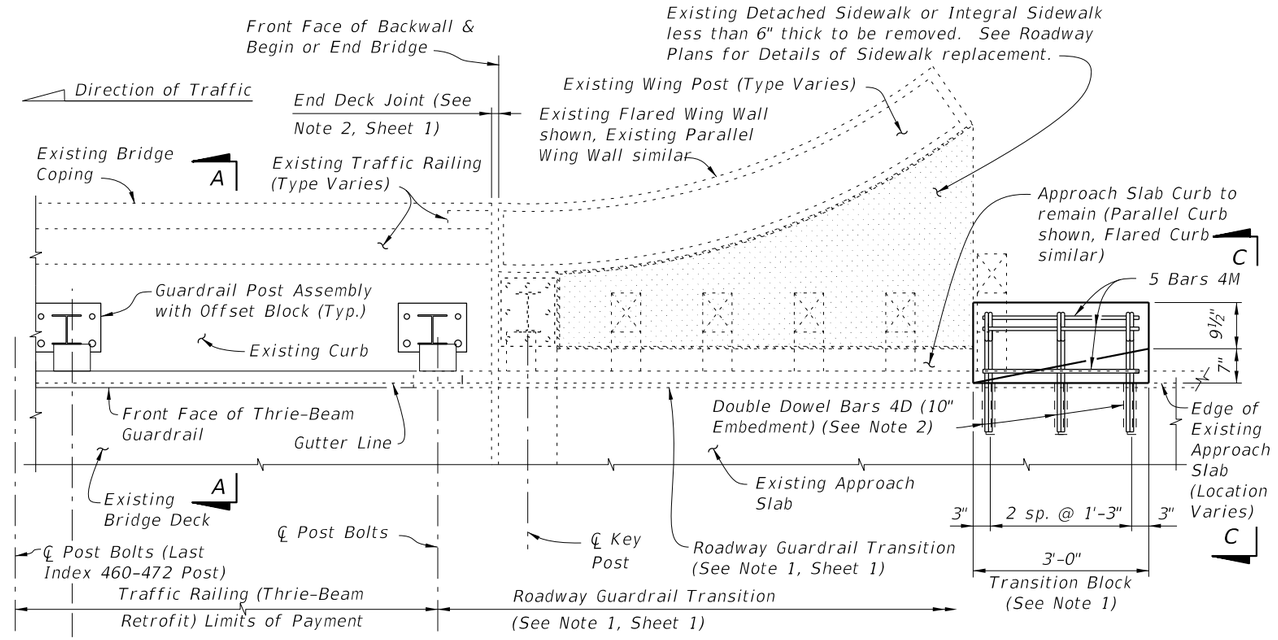
SCHEME 1

RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

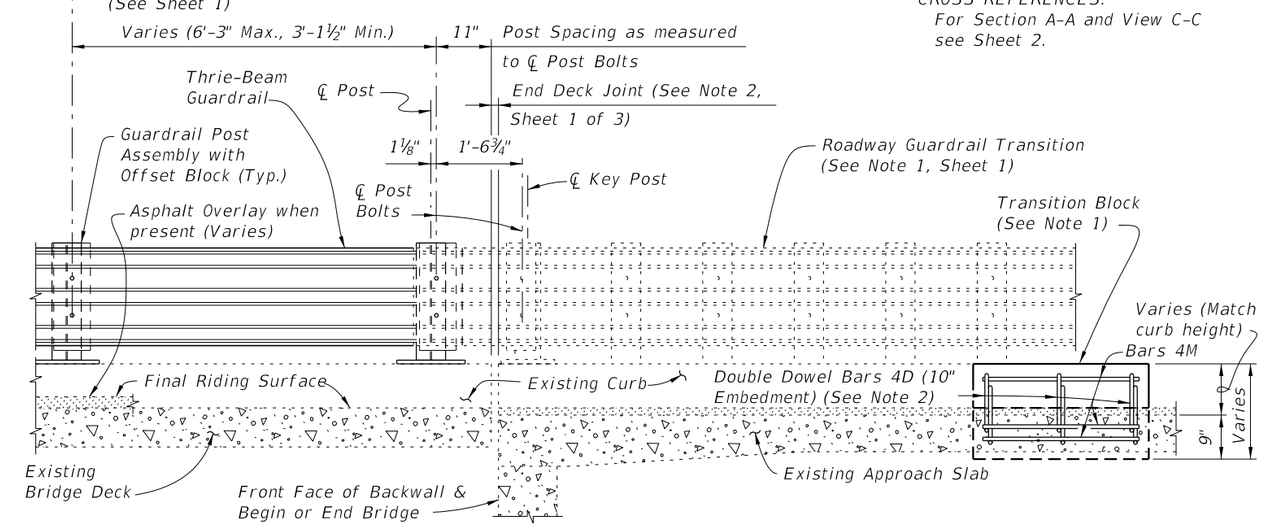
1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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



PARTIAL PLAN OF RAILING

CROSS REFERENCES:
For Section A-A and View C-C see Sheet 2.



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

SCHEME 2

RAILING END TREATMENT FOR PARALLEL OR FLARED CURBS WITH DETACHED SIDEWALKS OR INTEGRAL SIDEWALKS LESS THAN 6" THICK

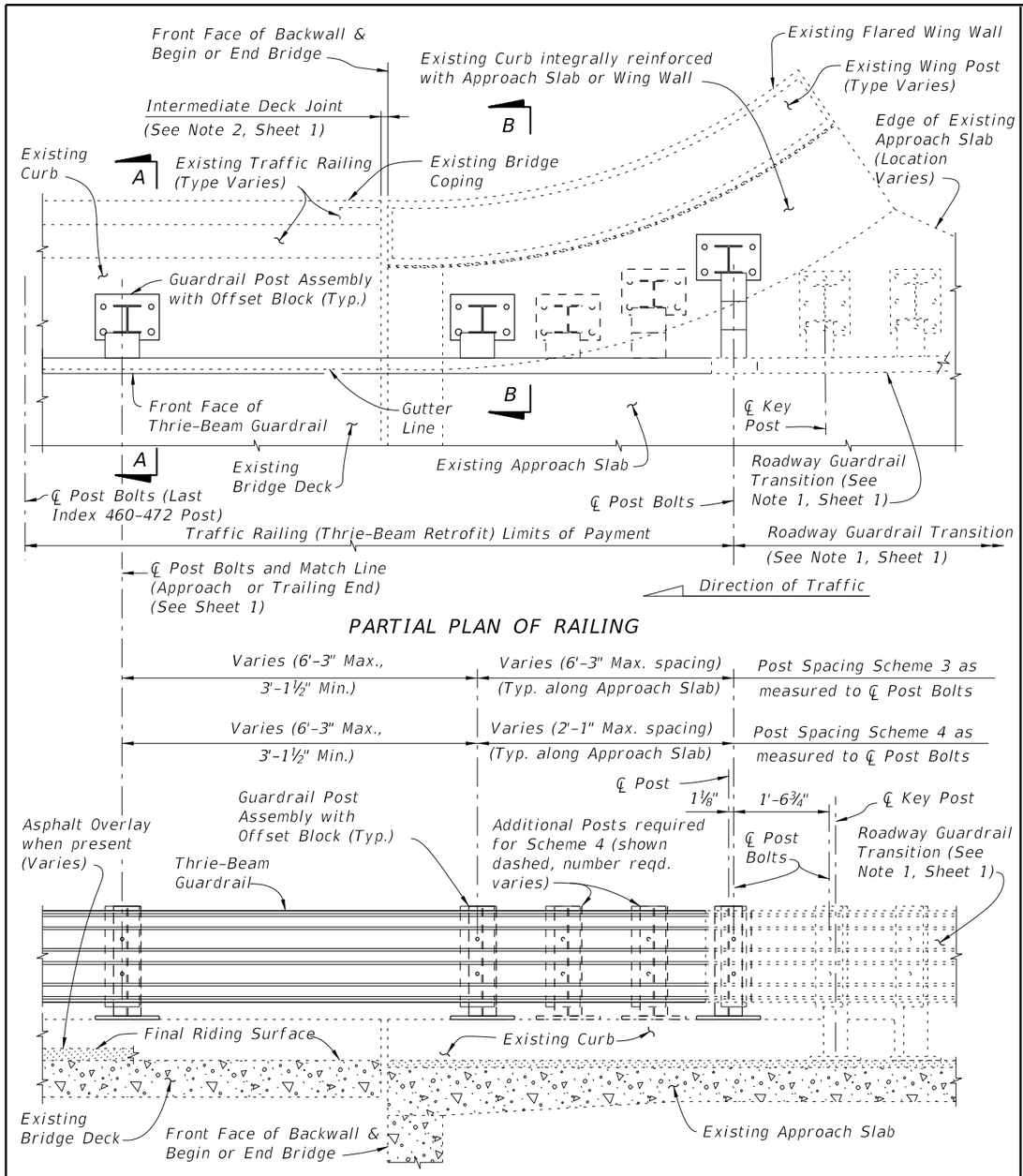
SCHEME 2 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic and on bridges with flared Approach Slab Curbs.

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

11/18/2019 4:08:02 PM

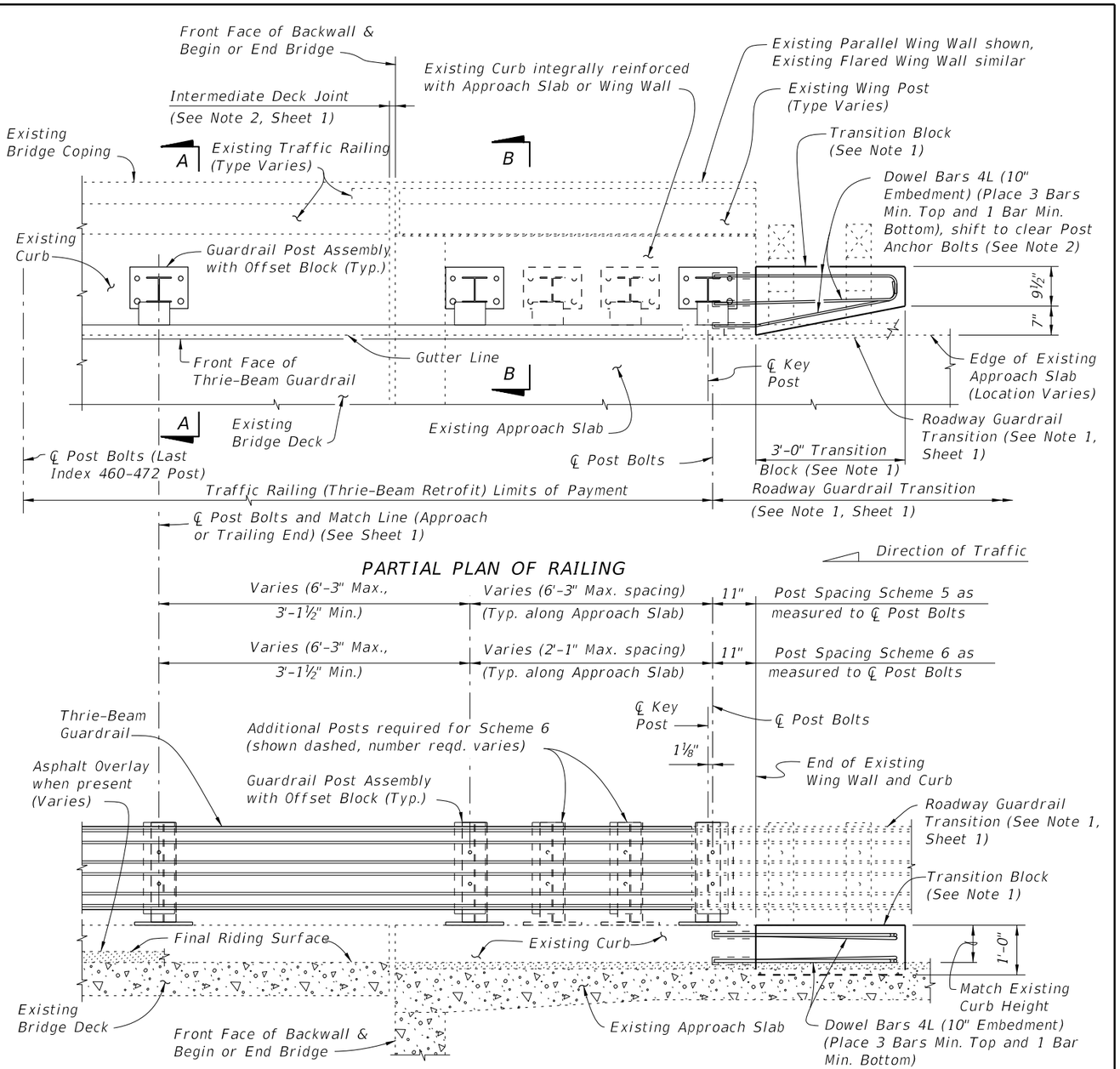
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 1	INDEX	SHEET
01/01/08						460-472	3 of 4



PARTIAL PLAN OF RAILING

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

SCHEMES 3 AND 4
RAILING END TREATMENT FOR FLARED INTEGRAL CURBS



PARTIAL PLAN OF RAILING

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

SCHEMES 5 AND 6
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

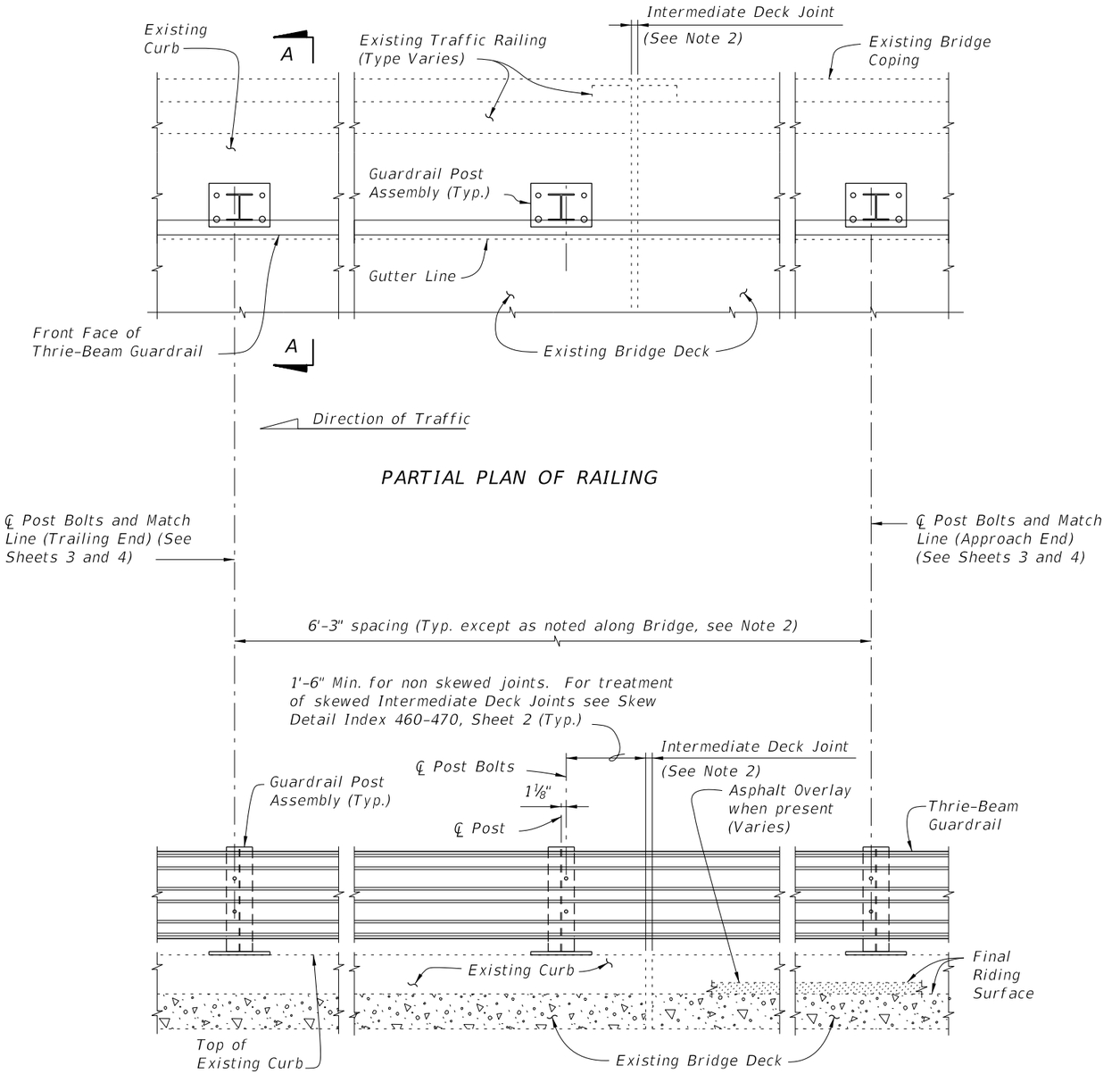
SCHEMES 5 AND 6 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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

11/18/2019 4:08:03 PM

LAST REVISION	REVISION	DESCRIPTION:				
01/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 1	INDEX 460-472	SHEET 4 of 4



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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

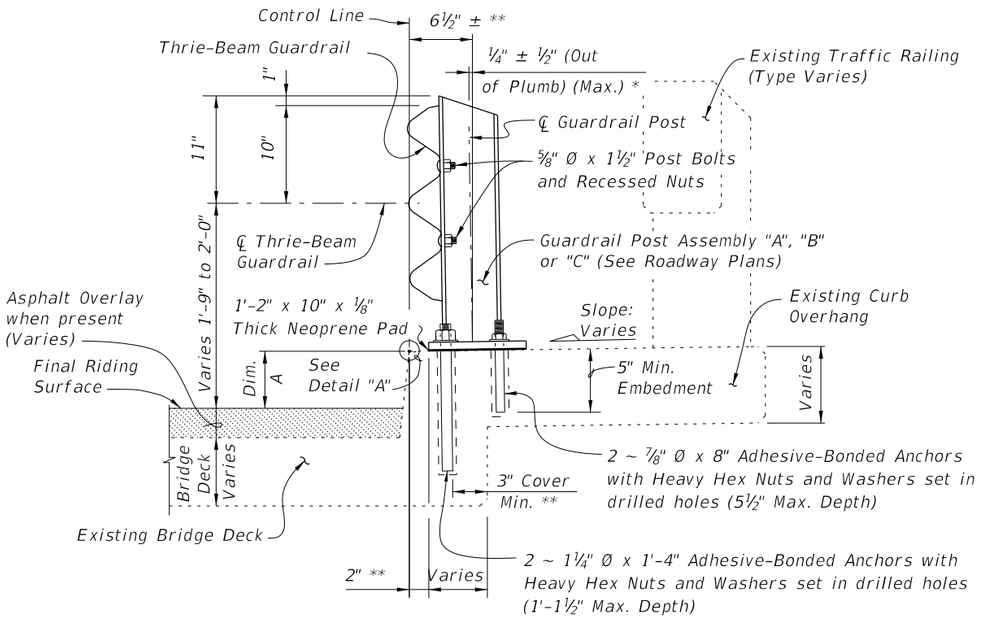
NOTES:

1. On approach end provide Index 536-002 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index 460-470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

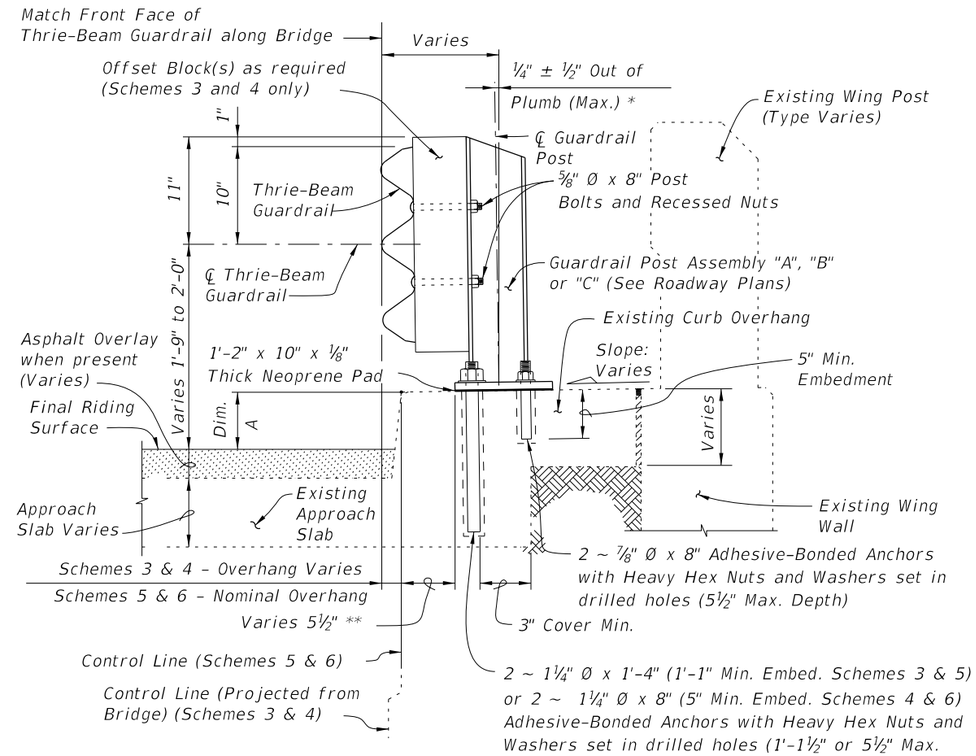
CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.

11/18/2019 4:08:04 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 2	INDEX	SHEET
01/01/08						460-473	1 of 4



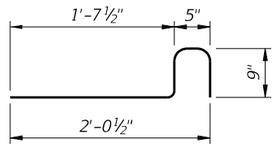
SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



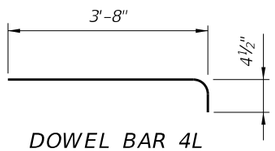
SECTION B-B
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
D	4	3'-7"
L	4	4'-1"
M	4	2'-8"

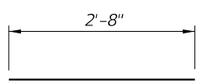
BAR BENDING DIAGRAMS



DOWEL BAR 4D



DOWEL BAR 4L

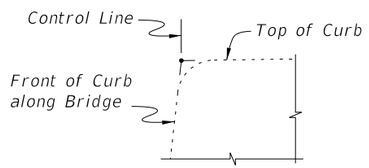


BAR 4M

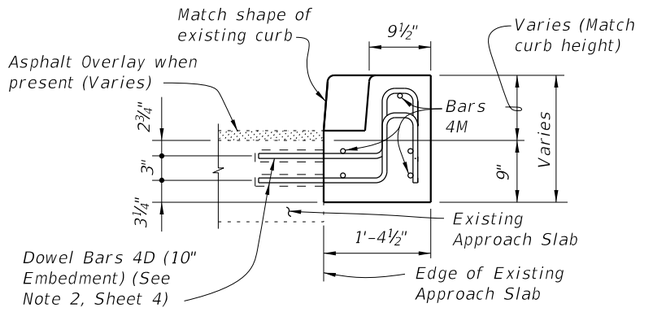
NOTE: All bar dimensions are out to out.

* Shim with washers around Anchor Bolts and Anchors as required to maintain tolerance.

** Offset may vary ± 1" for Adhesive-Bonded Anchors and Anchor Bolts to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.



DETAIL "A"

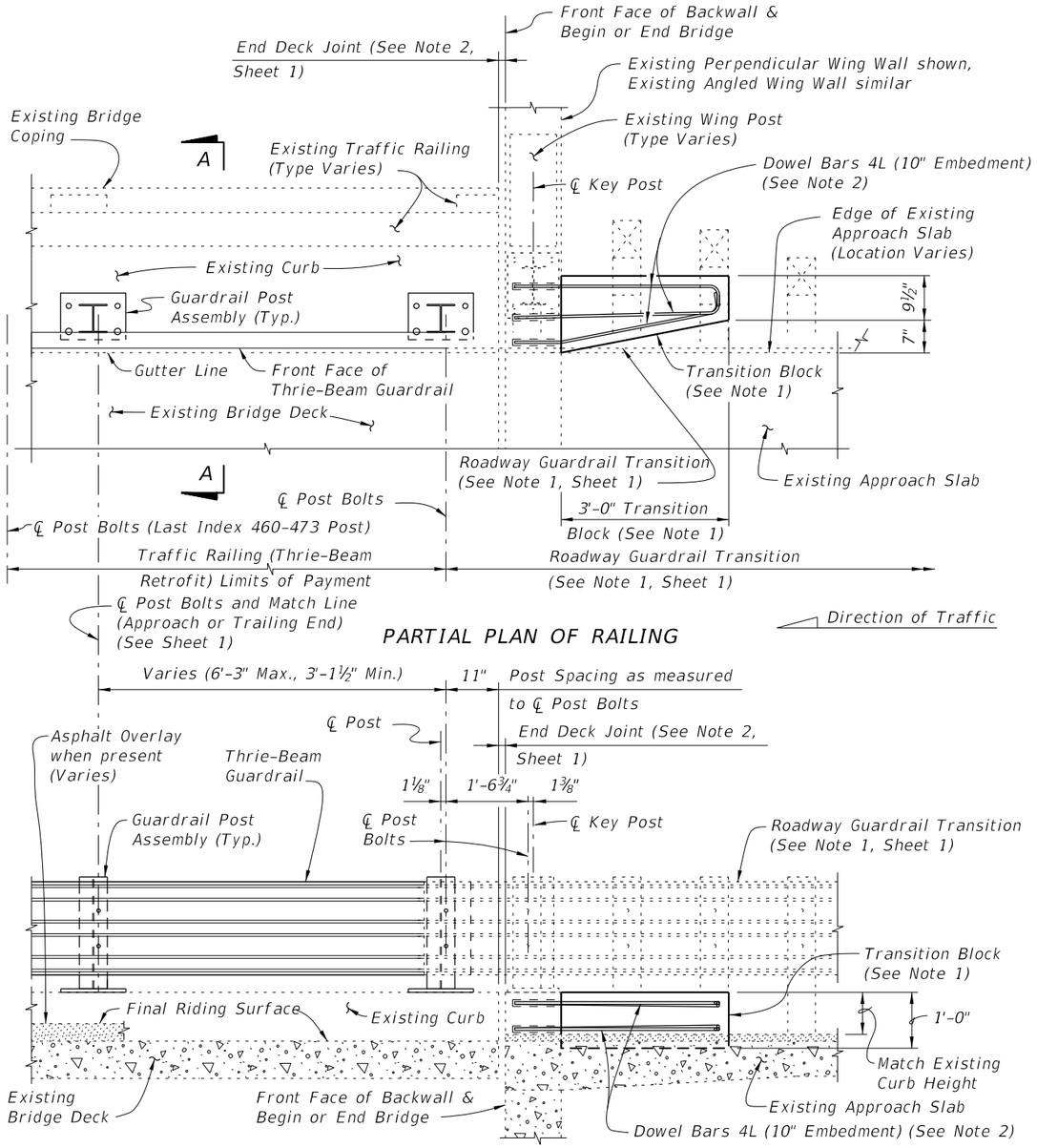


VIEW C-C

CROSS REFERENCES:
For location of Section A-A see Sheet 1, 3 and 4.
For location of Section B-B see Sheet 4.
For location of View C-C see Sheet 3.
For Traffic Railing Notes and Details see Index 460-470.
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

11/18/2019 4:08:05 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 2	INDEX	SHEET
07/01/08						460-473	2 of 4



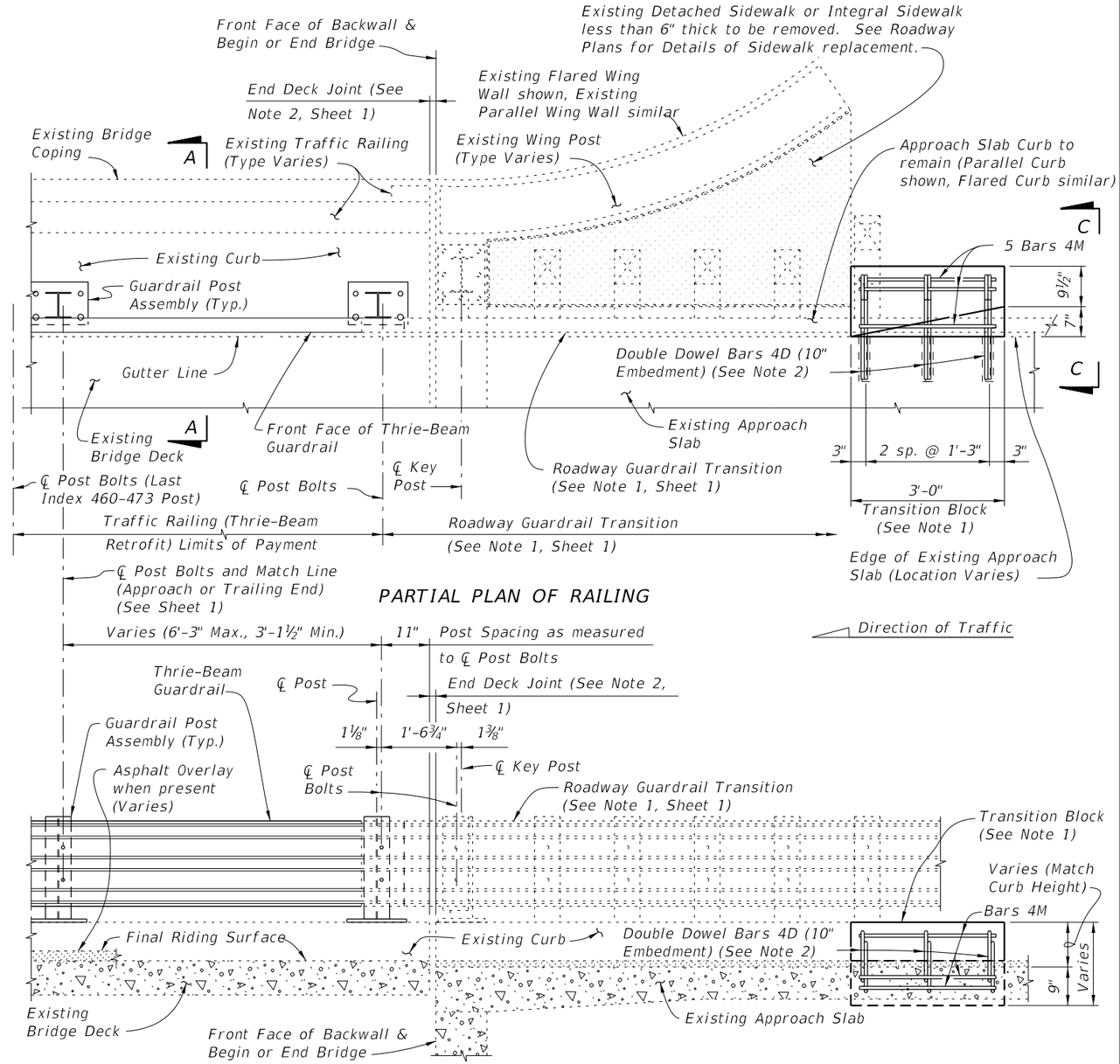
SCHEME 1

RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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



SCHEME 2

RAILING END TREATMENT FOR PARALLEL OR FLARED CURBS WITH DETACHED SIDEWALKS OR INTEGRAL SIDEWALK LESS THAN 6" THICK

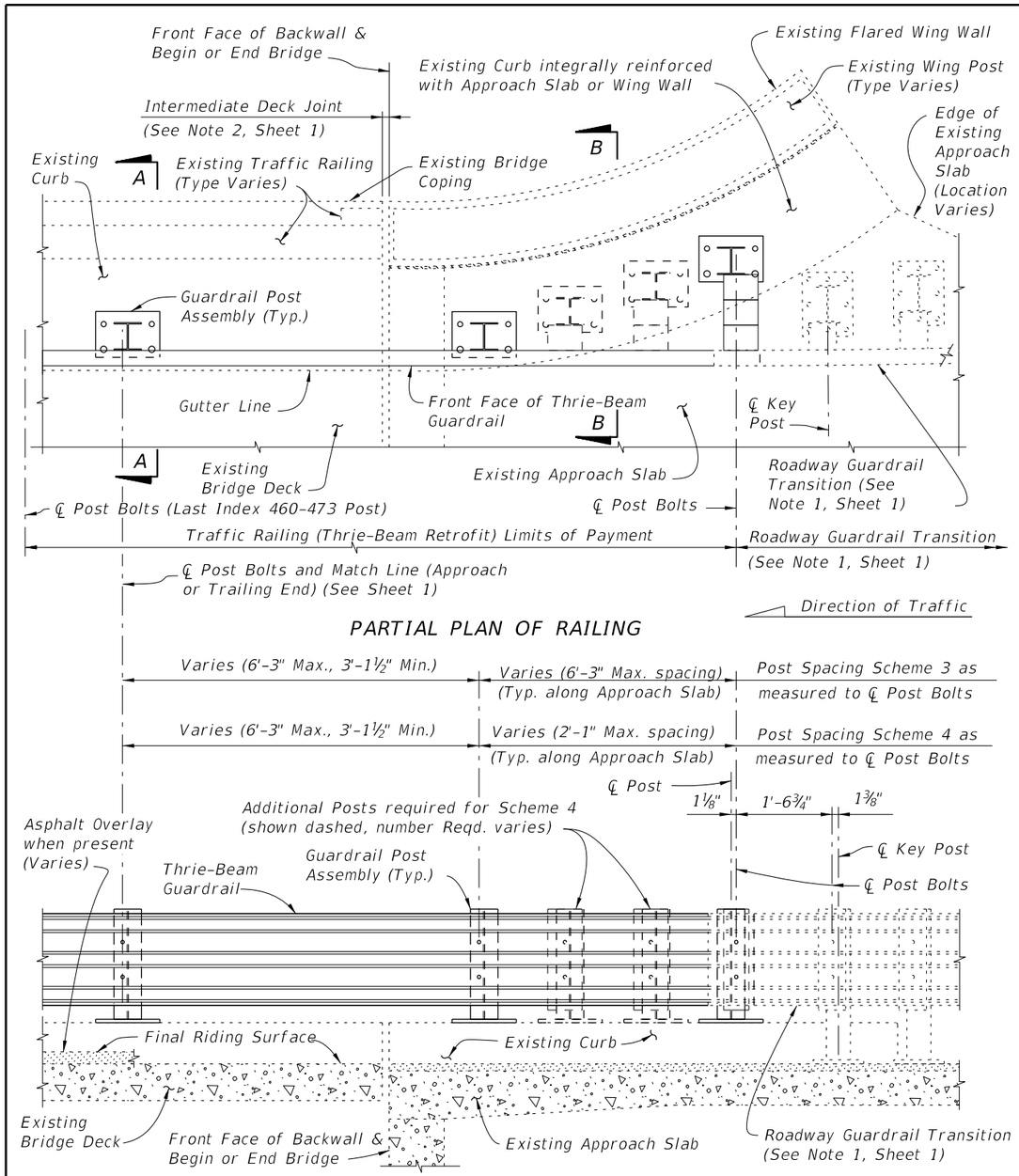
SCHEME 2 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic and on bridges with flared Approach Slab Curbs.

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

11/18/2019 4:08:07 PM

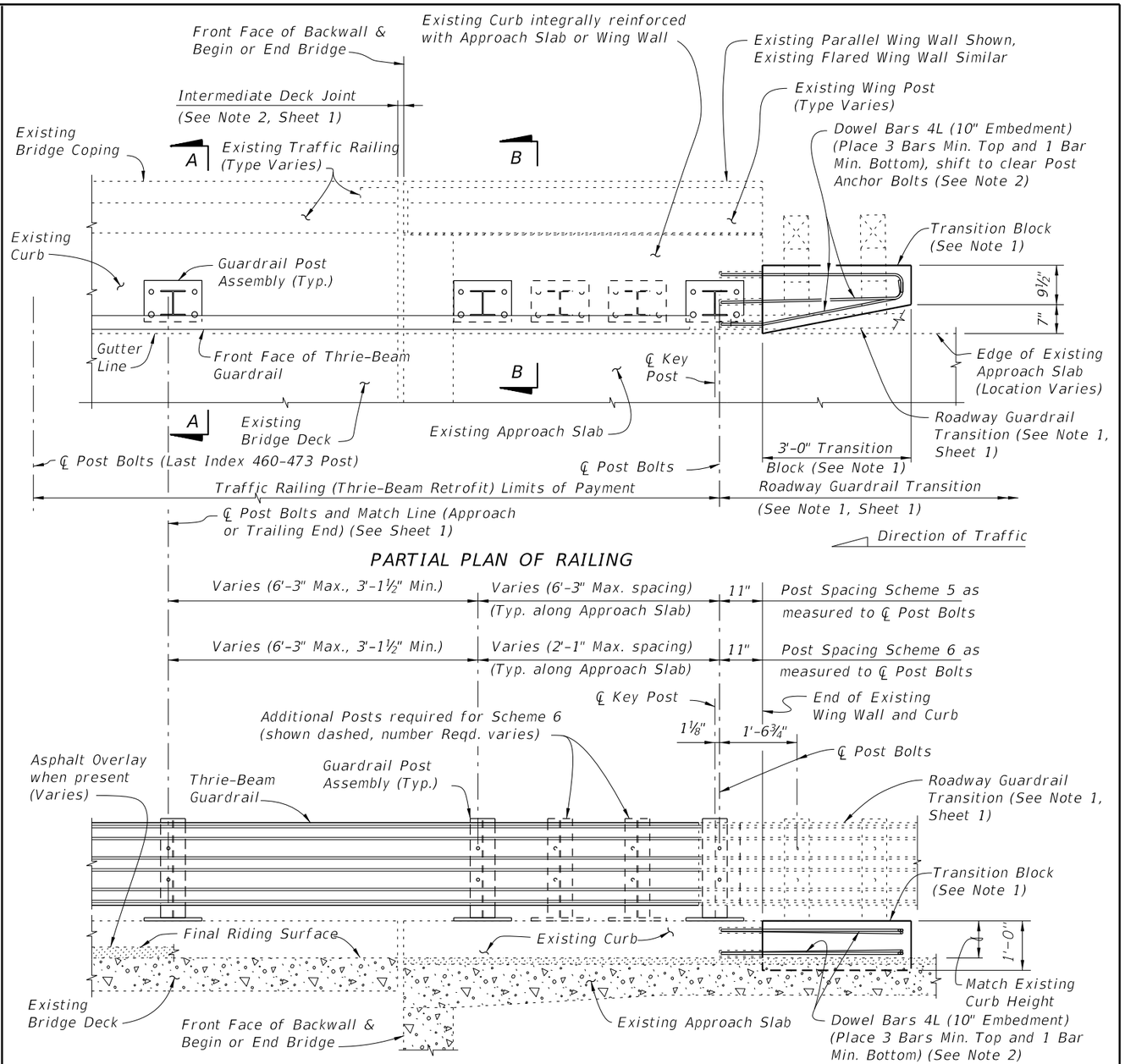
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 2	460-473	3 of 4



PARTIAL PLAN OF RAILING

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

SCHEMES 3 AND 4
RAILING END TREATMENT FOR FLARED INTEGRAL CURBS



PARTIAL PLAN OF RAILING

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

SCHEMES 5 AND 6
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

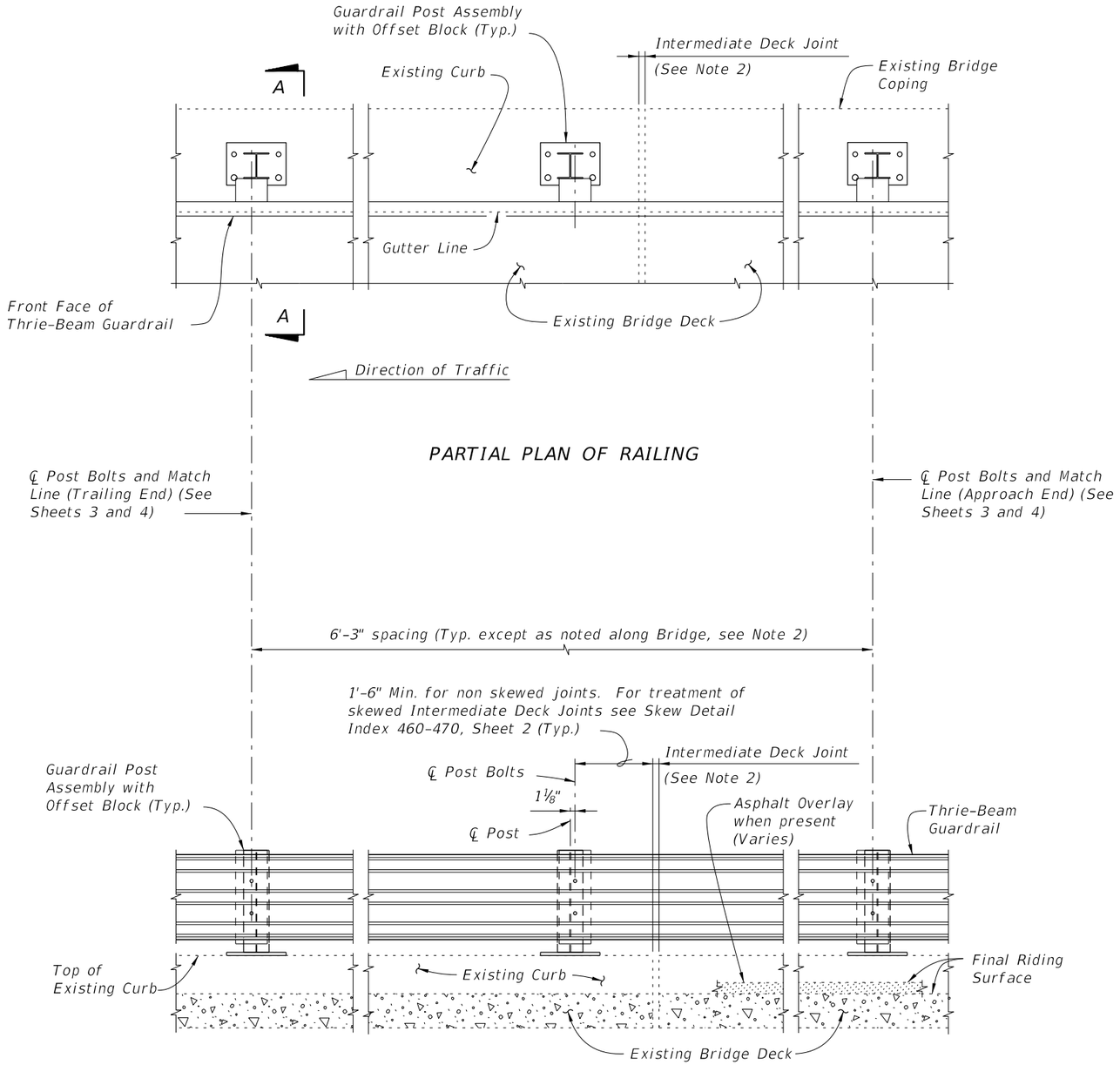
SCHEMES 5 AND 6 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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

11/18/2019 4:08:08 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 2	INDEX	SHEET
01/01/08						460-473	4 of 4



PARTIAL ELEVATION OF INSIDE FACE OF RAILING

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

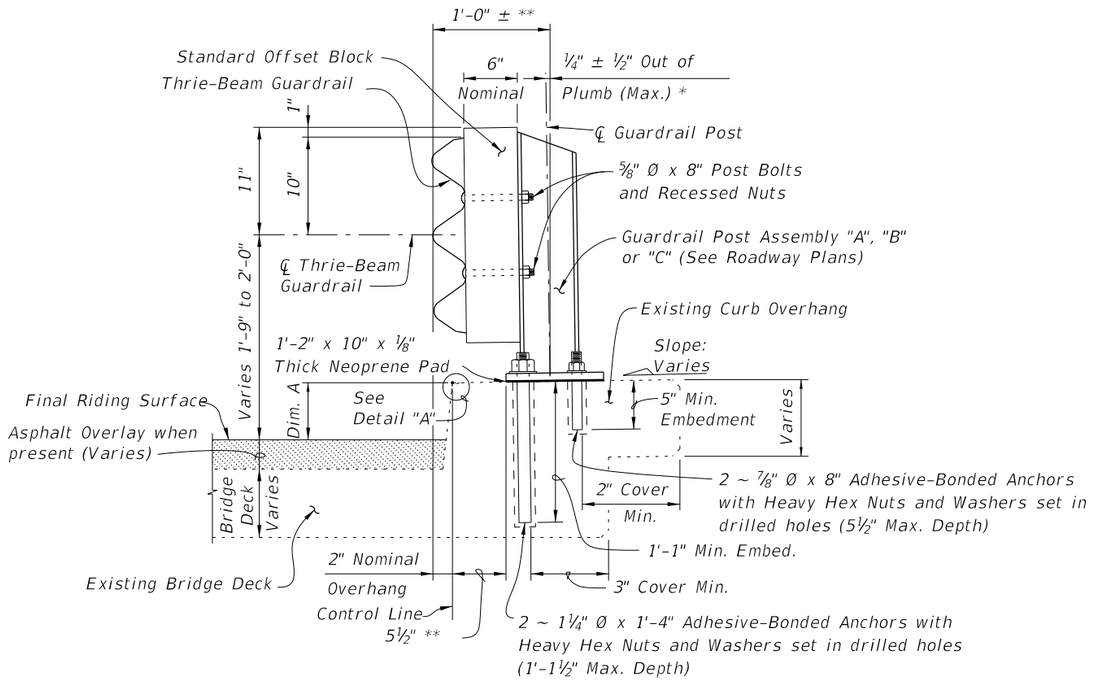
NOTES:

1. On approach end provide Index 536-002 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index 460-470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

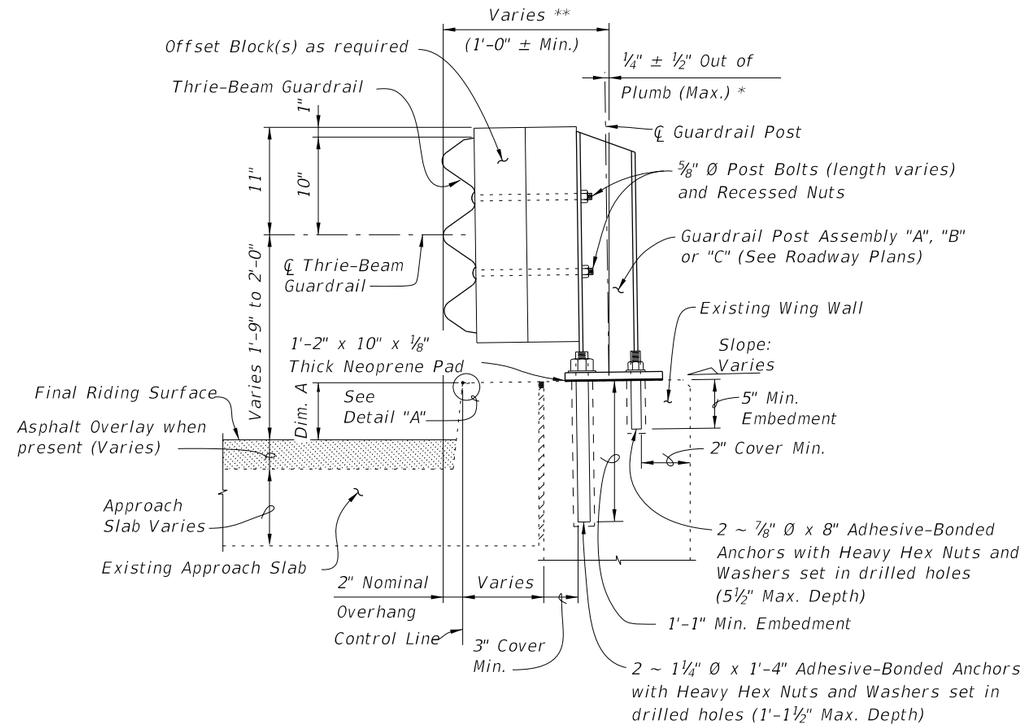
CROSS REFERENCES:
For Match Line see Sheets 3 & 4.
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.

11/18/2019 4:08:09 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) INTERMEDIATE CURB	INDEX	SHEET
01/01/08						460-474	1 of 4



SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

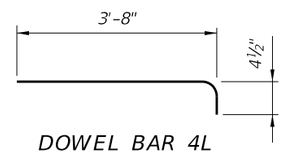


SECTION B-B (SCHEME 2)
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB

* Shim with washers around Anchor Bolts and Anchors as required to maintain tolerance.

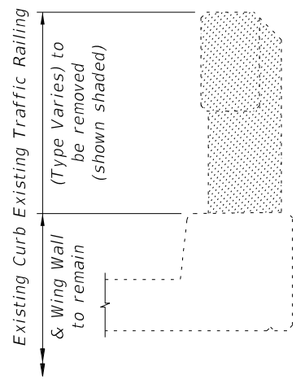
** Offset may vary ± 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
L	4	4'-1"
BAR BENDING DIAGRAM		

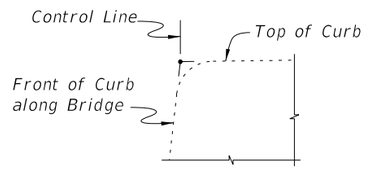


DOWEL BAR 4L

NOTE: All bar dimensions are out to out.



TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL (BRIDGE DECK SHOWN, WING WALL SIMILAR)

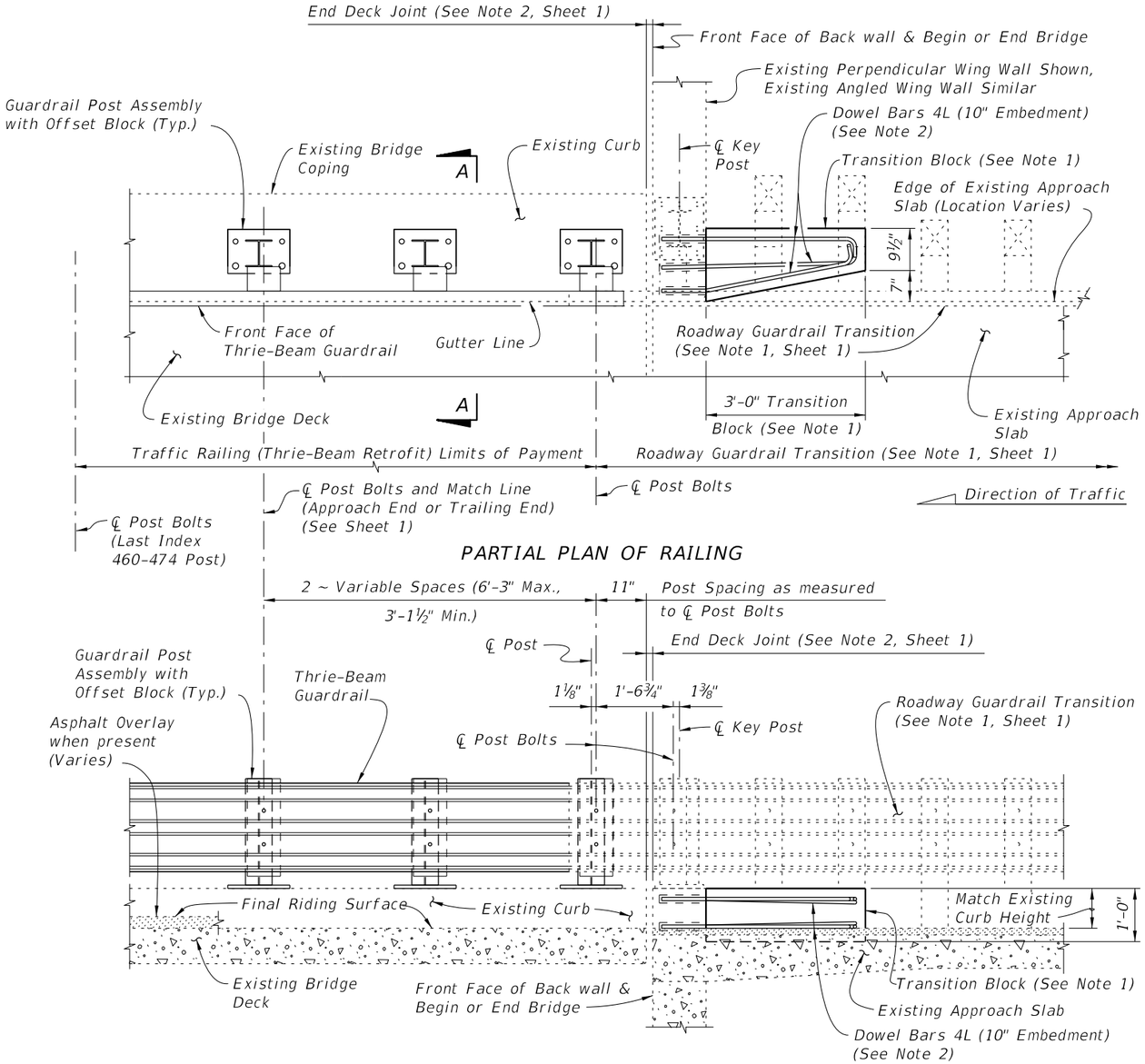


DETAIL "A"

CROSS REFERENCES:
For location of Section A-A see Sheet 1 and 3.
For location of Section B-B see Sheet 3
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

11/18/2019 4:08:10 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/08			FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) INTERMEDIATE CURB	460-474	2 of 4



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

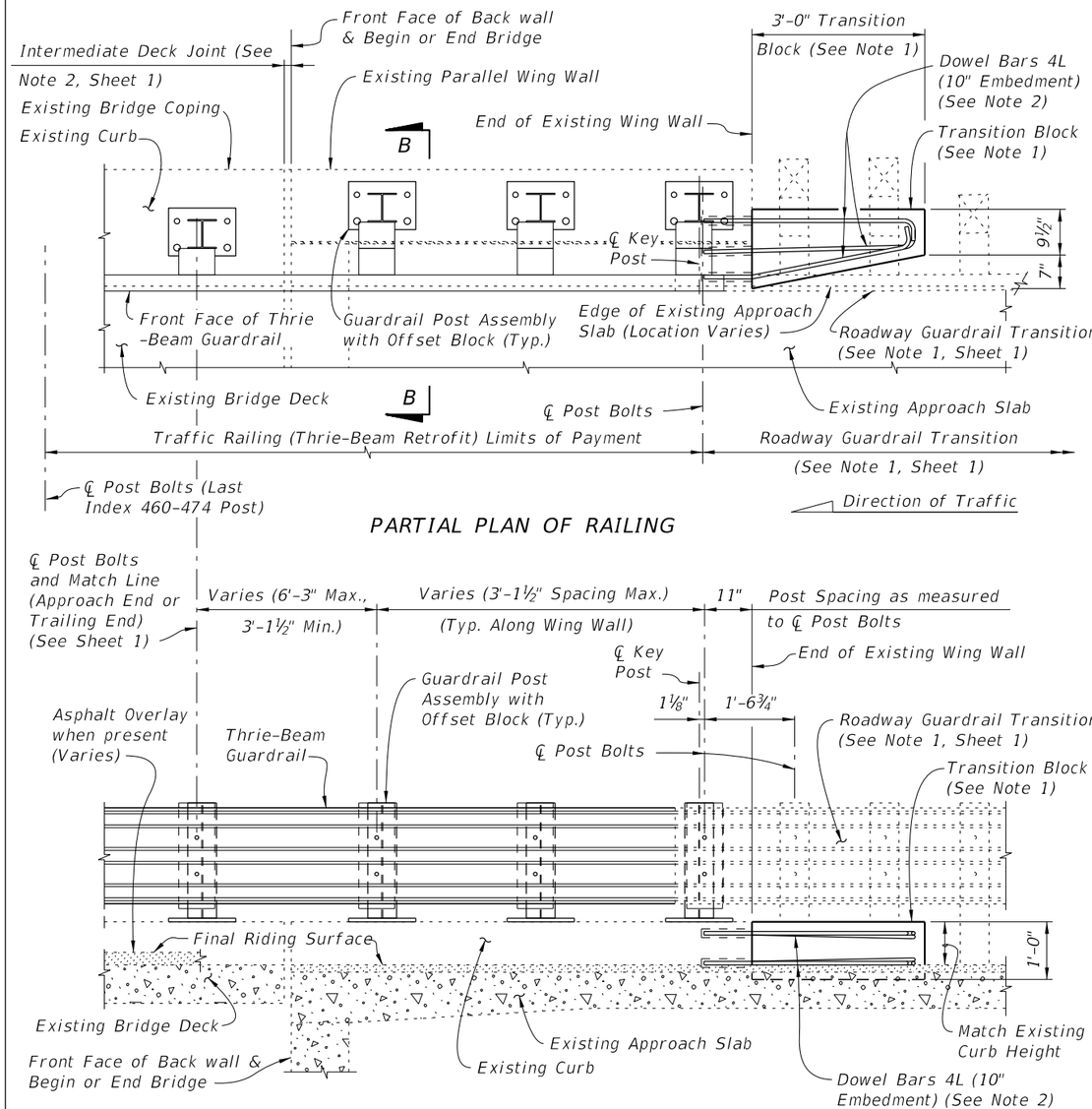
SCHEME 1

RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEME 2

RAILING END TREATMENT FOR PARALLEL WING WALLS

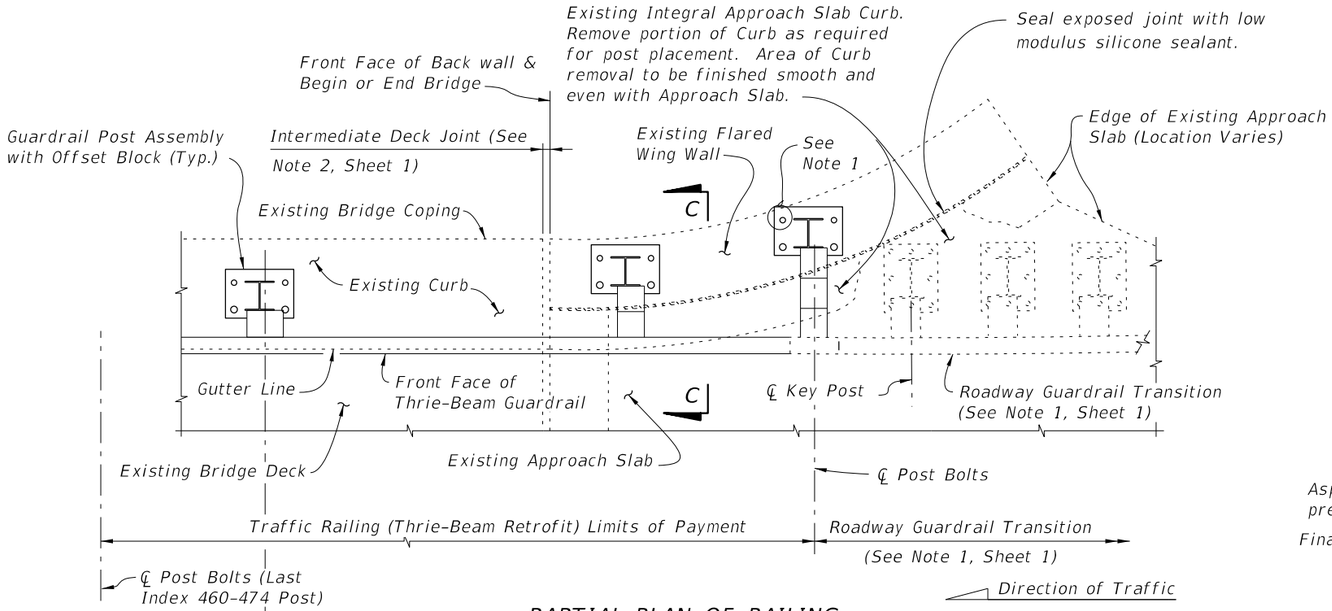
SCHEME 2 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

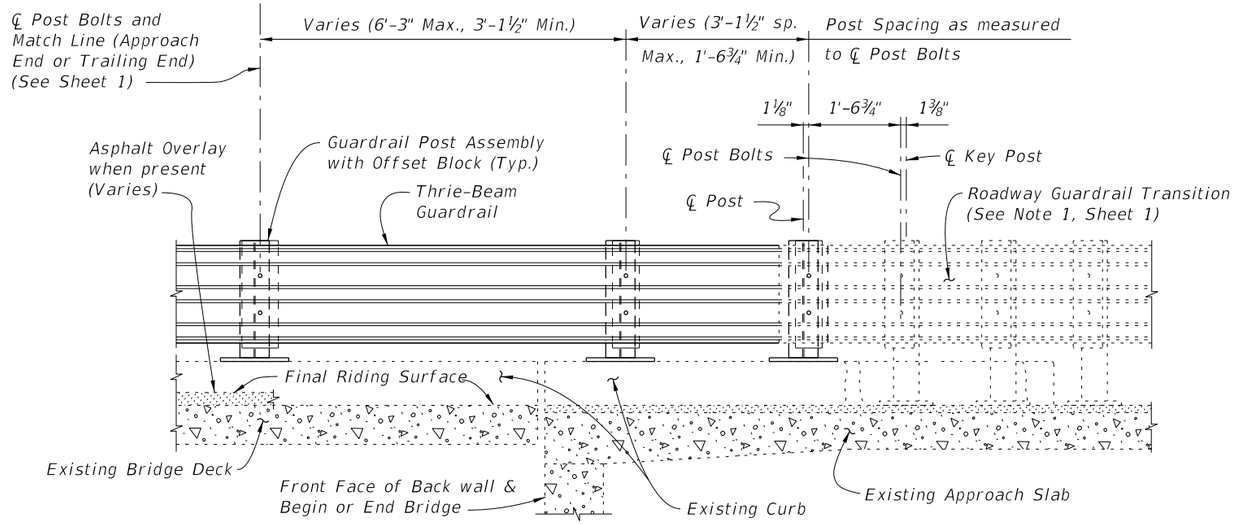
2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

11/18/2019 4:08:12 PM

LAST REVISION	REVISION	DESCRIPTION:				
01/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) INTERMEDIATE CURB	INDEX 460-474	SHEET 3 of 4

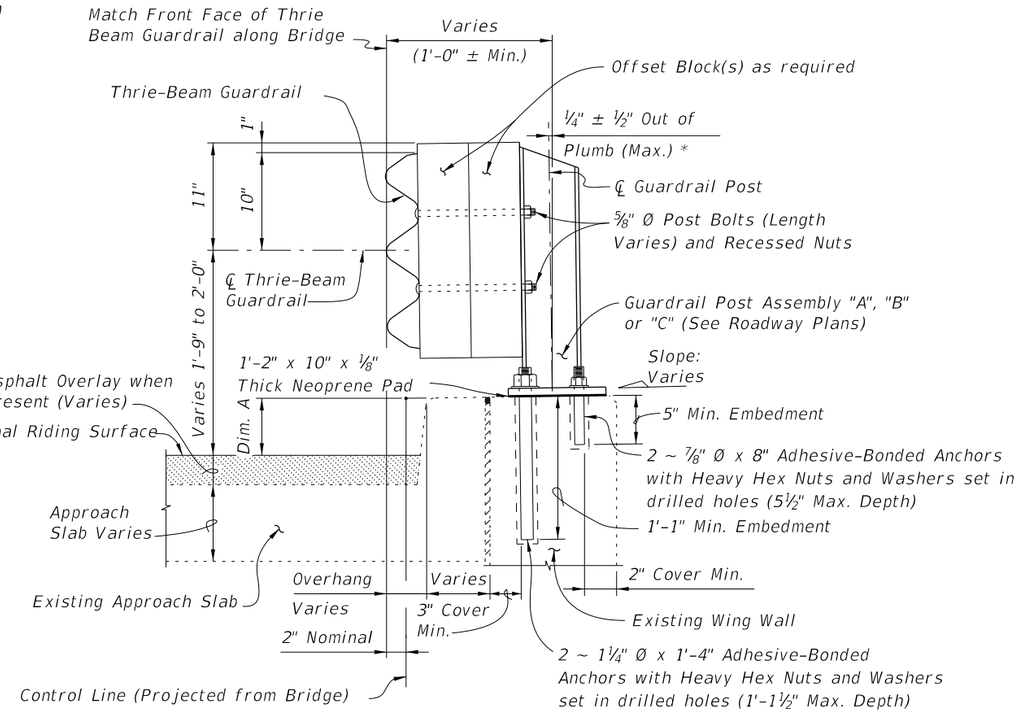


PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEME 3
RAILING END TREATMENT FOR FLARED WING WALLS



SECTION C-C (SCHEME 3)
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB

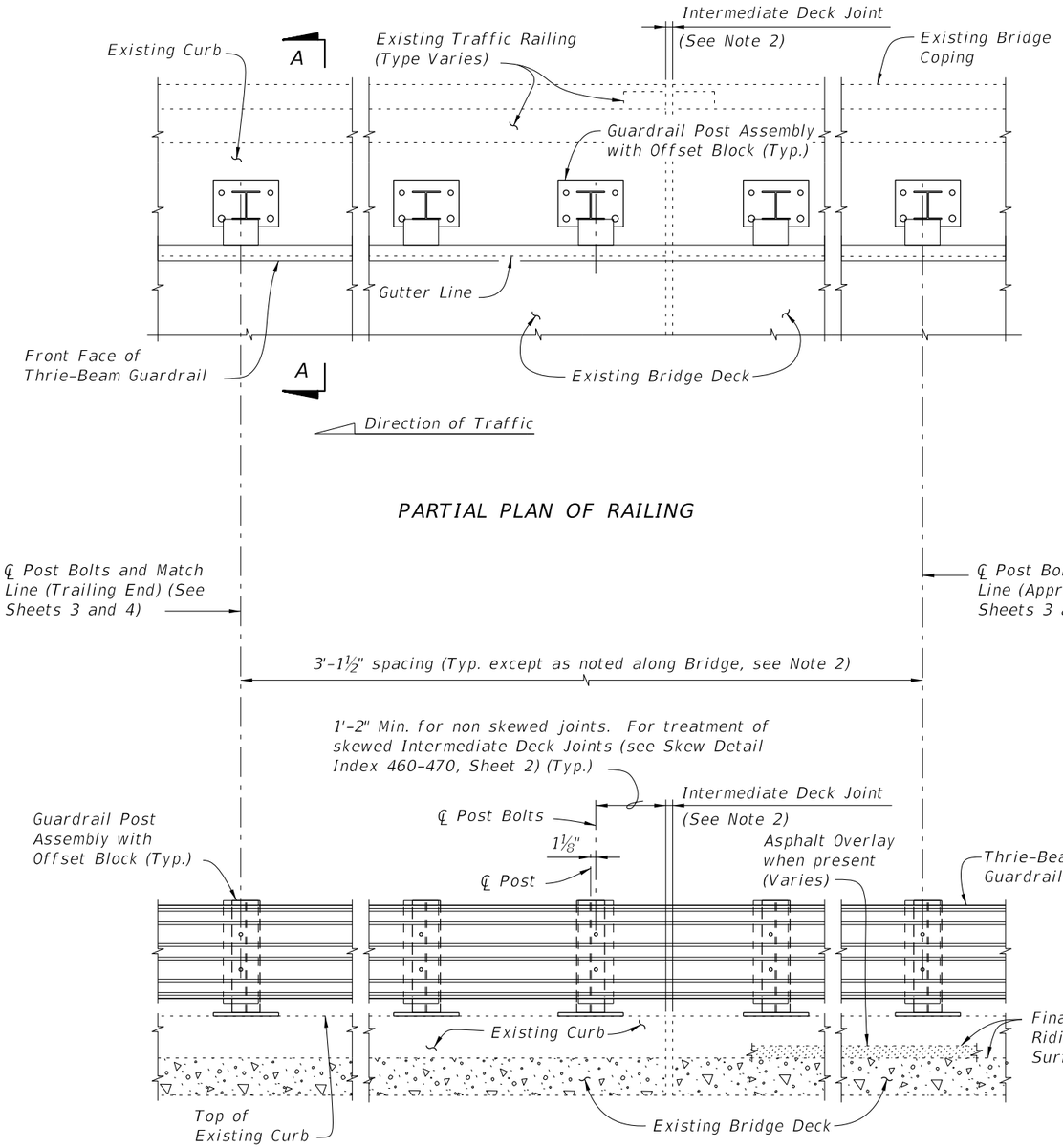
SCHEME 3 NOTE:

1. A single ⅞" Ø x 8" Adhesive-Bonded Anchor may be omitted as shown when 2" clear cover cannot be provided (see Section C-C).

CROSS REFERENCE:
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

11/18/2019 4:08:13 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/09			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) INTERMEDIATE CURB	460-474	4 of 4



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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

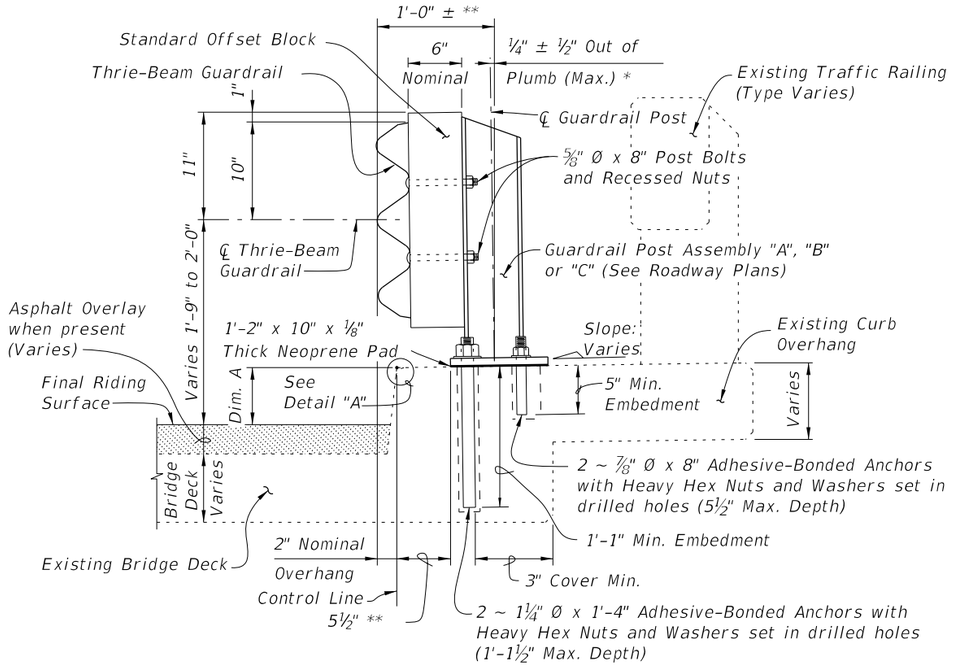
NOTES:

1. On approach end provide Index 536-002 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index 460-470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

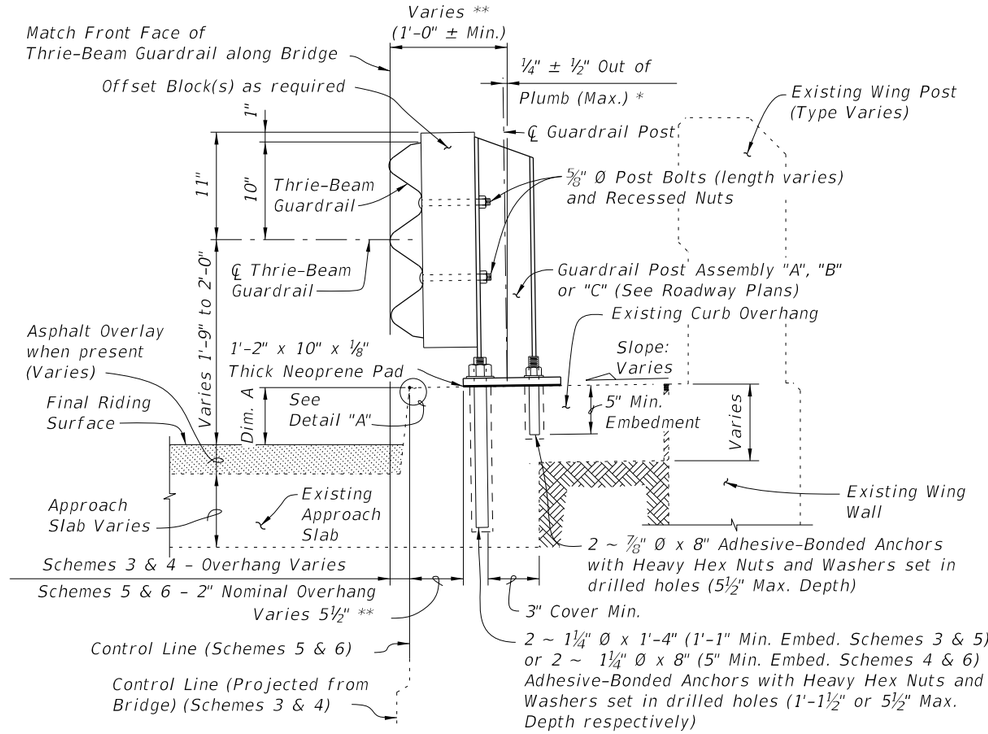
CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.

11/18/2019 4:08:14 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 1	460-475	1 of 4



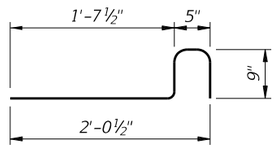
SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



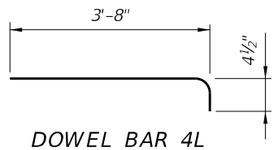
SECTION B-B
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
D	4	3'-7"
L	4	4'-1"
M	4	2'-8"

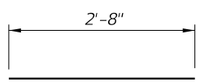
BAR BENDING DIAGRAMS



DOWEL BAR 4D



DOWEL BAR 4L

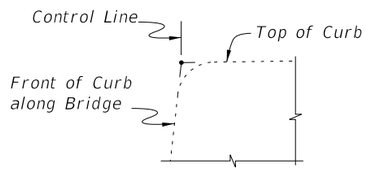


BAR 4M

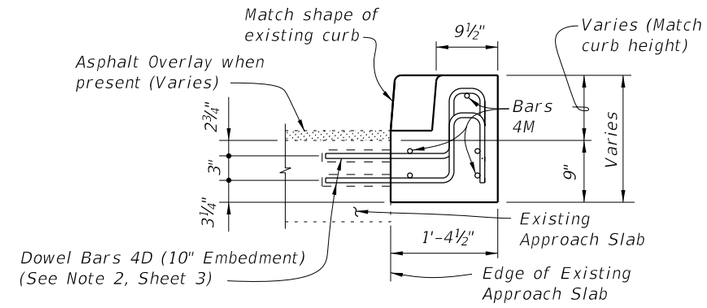
NOTE: All bar dimensions are out to out.

* Shim with washers around Anchors as required to maintain tolerance.

** Offset may vary ± 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.



DETAIL "A"



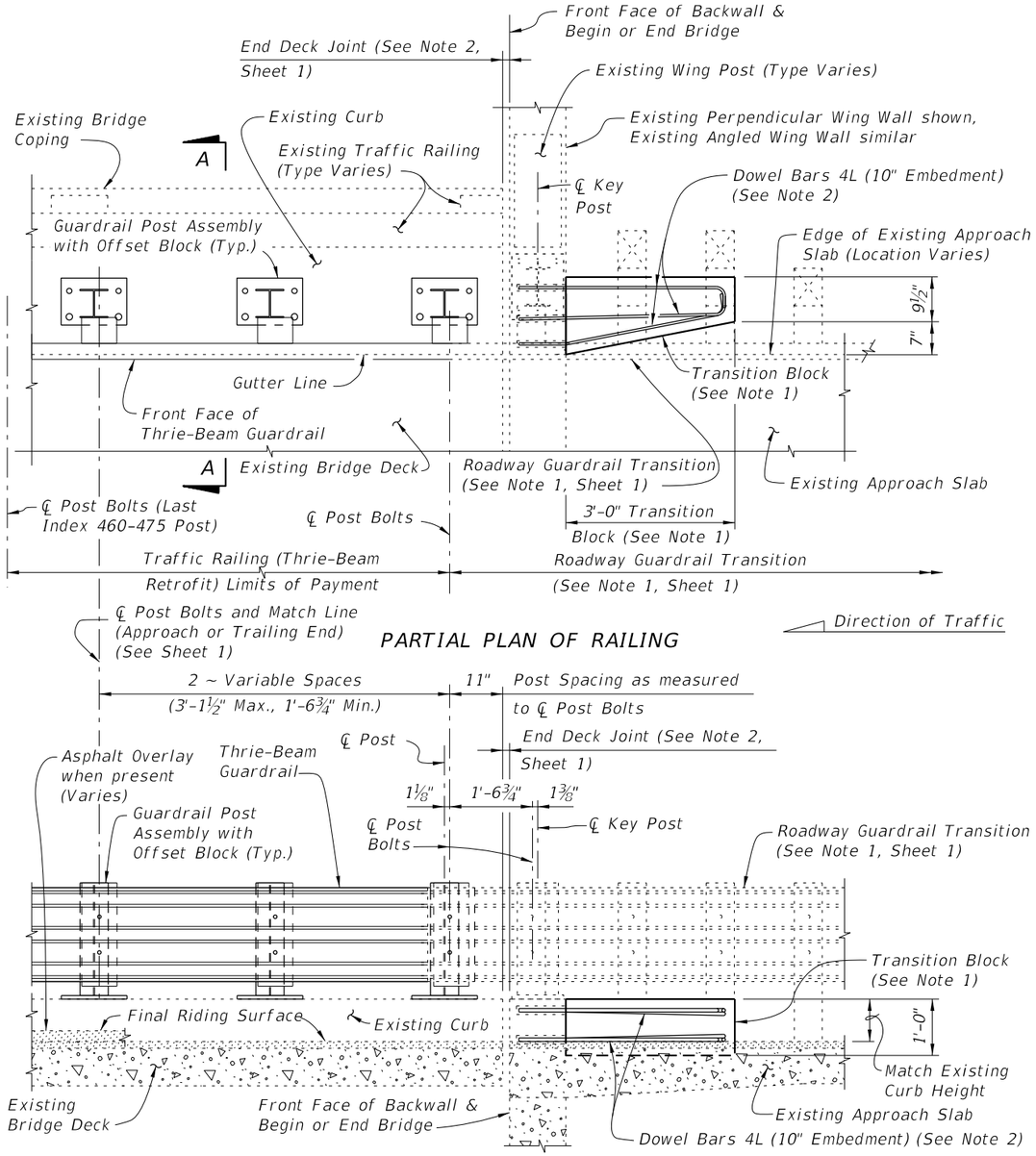
VIEW C-C

CROSS REFERENCES:
For location of Section A-A see Sheet 1, 3 & 4.
For location of Section B-B see Sheet 4.
For location of View C-C see Sheet 3.
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

11/18/2019 4:08:16 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/08			FDOT	FY 2020-21 STANDARD PLANS	460-475	2 of 4

TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 1



PARTIAL PLAN OF RAILING

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

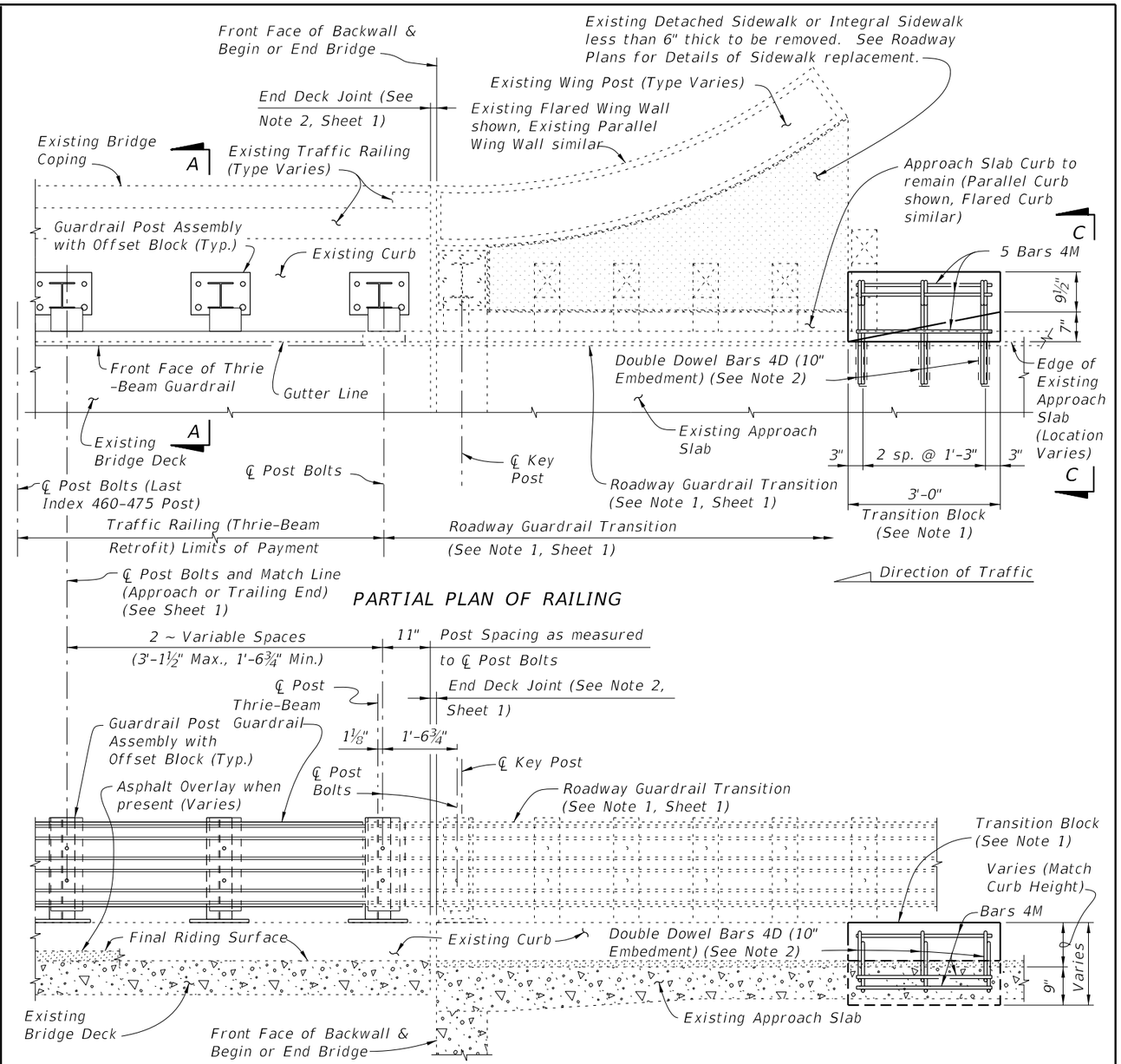
SCHEME 1

RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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



PARTIAL PLAN OF RAILING

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

SCHEME 2

RAILING END TREATMENT FOR PARALLEL OR FLARED CURBS WITH DETACHED SIDEWALKS OR INTEGRAL SIDEWALKS LESS THAN 6" THICK

SCHEME 2 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic and on bridges with flared Approach Slab Curbs.

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

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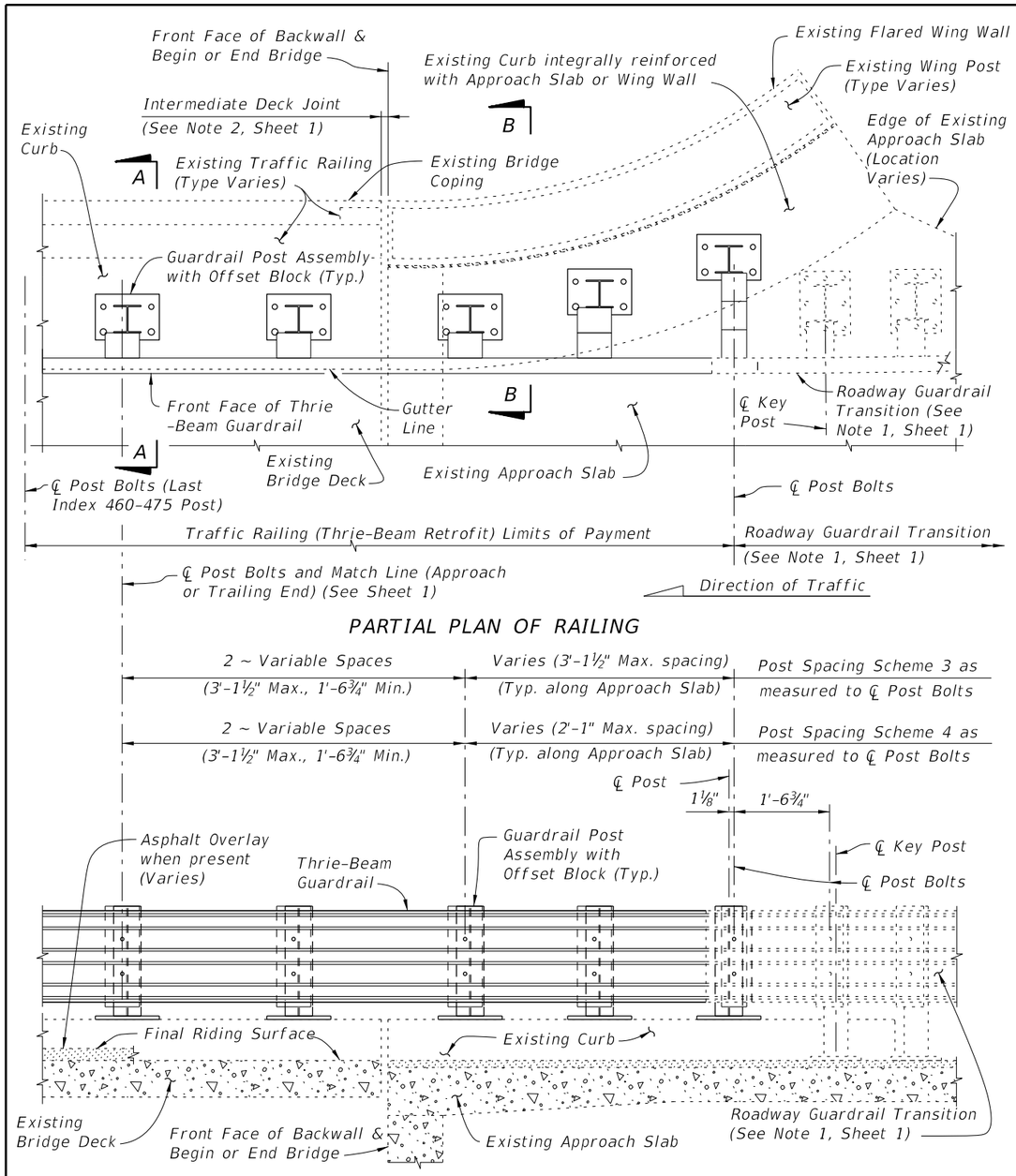
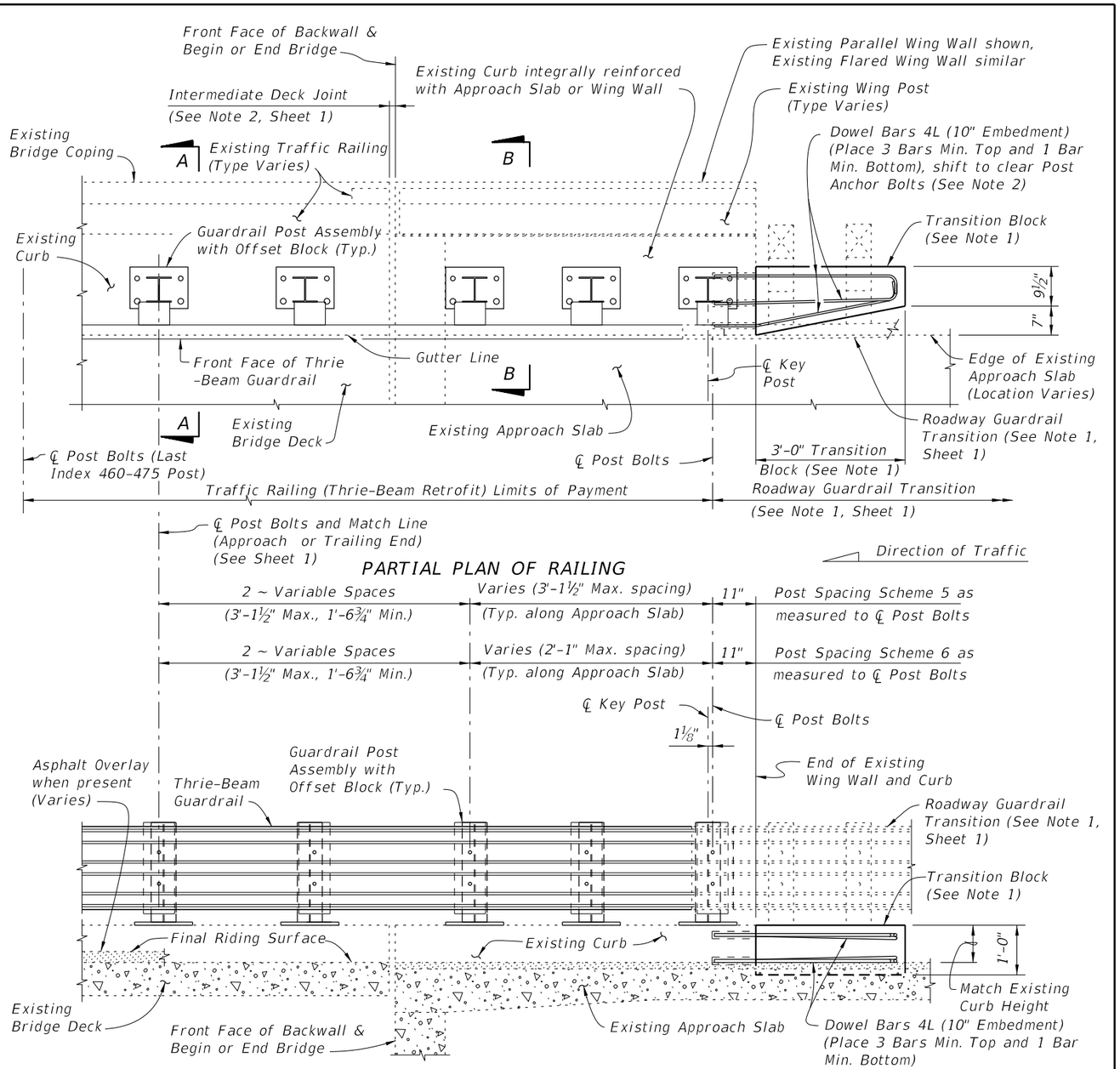
LAST REVISION	REVISION	DESCRIPTION:				
01/01/08			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 1	INDEX 460-475	SHEET 3 of 4



PARTIAL PLAN OF RAILING

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

SCHEMES 3 AND 4
RAILING END TREATMENT FOR FLARED INTEGRAL CURBS



PARTIAL PLAN OF RAILING

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

SCHEMES 5 AND 6
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

SCHEMES 5 AND 6 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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

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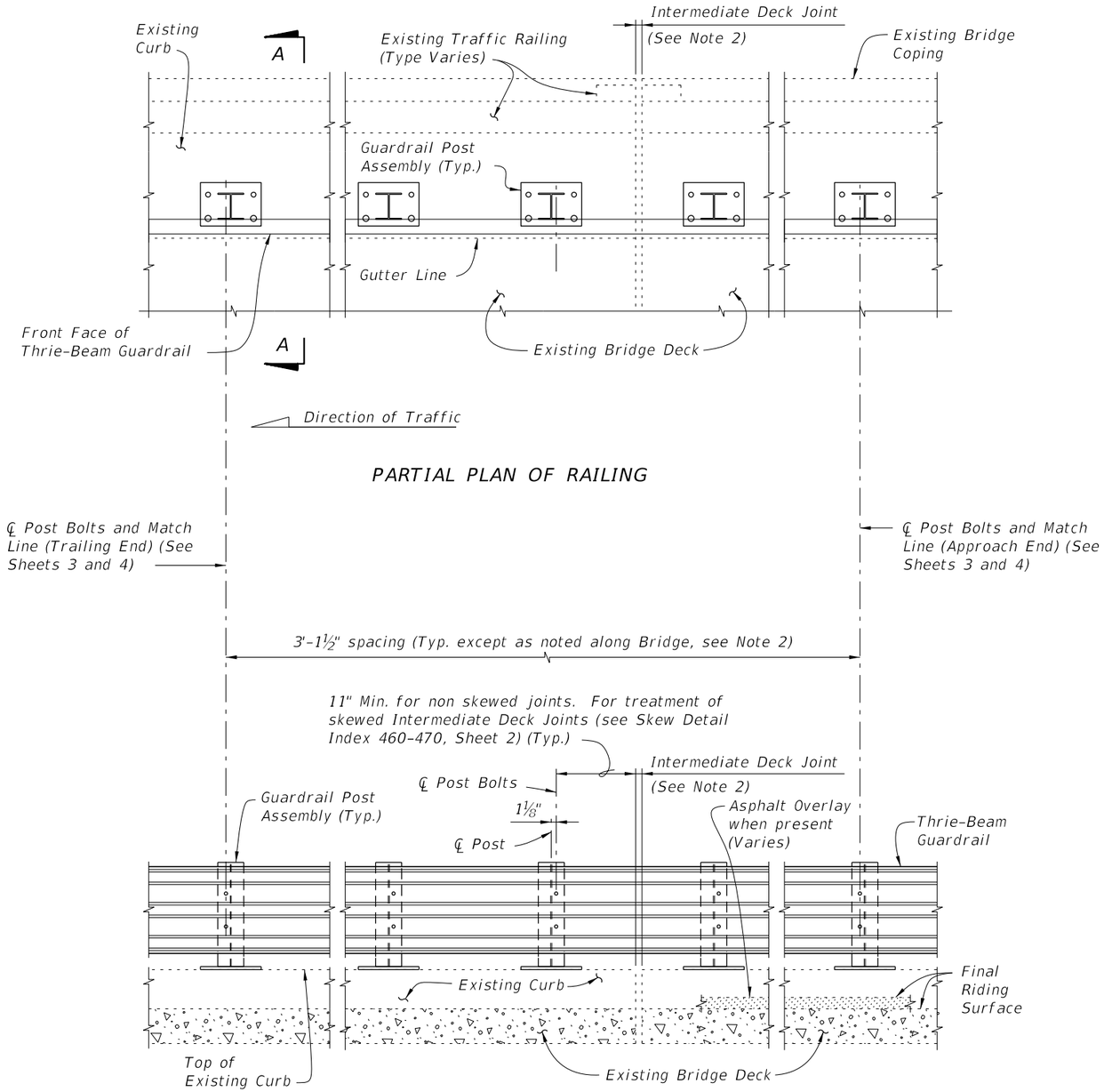
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/08			FDOT	FY 2020-21 STANDARD PLANS	460-475	4 of 4

TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 1



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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:

1. On approach end provide Index 536-002 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index 460-470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.

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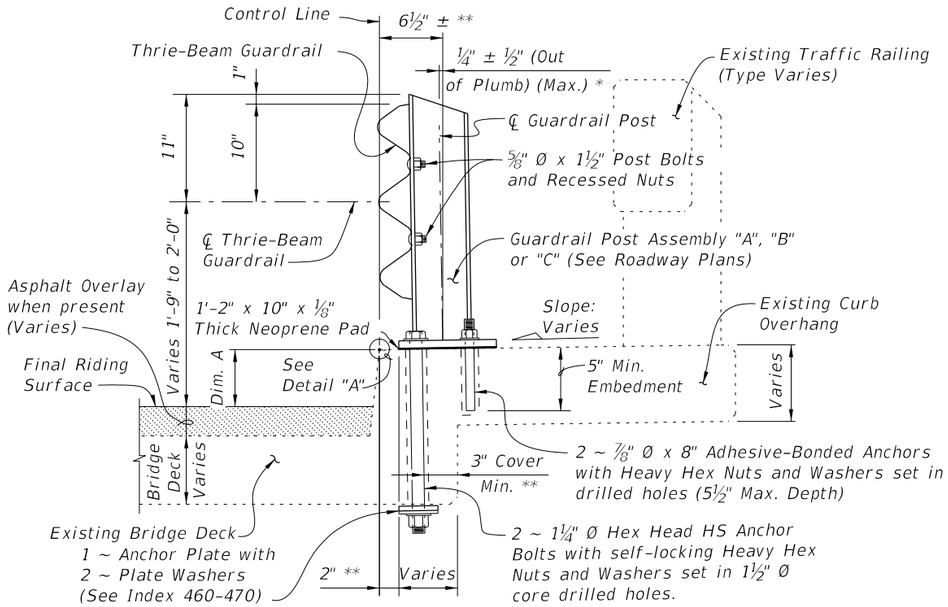
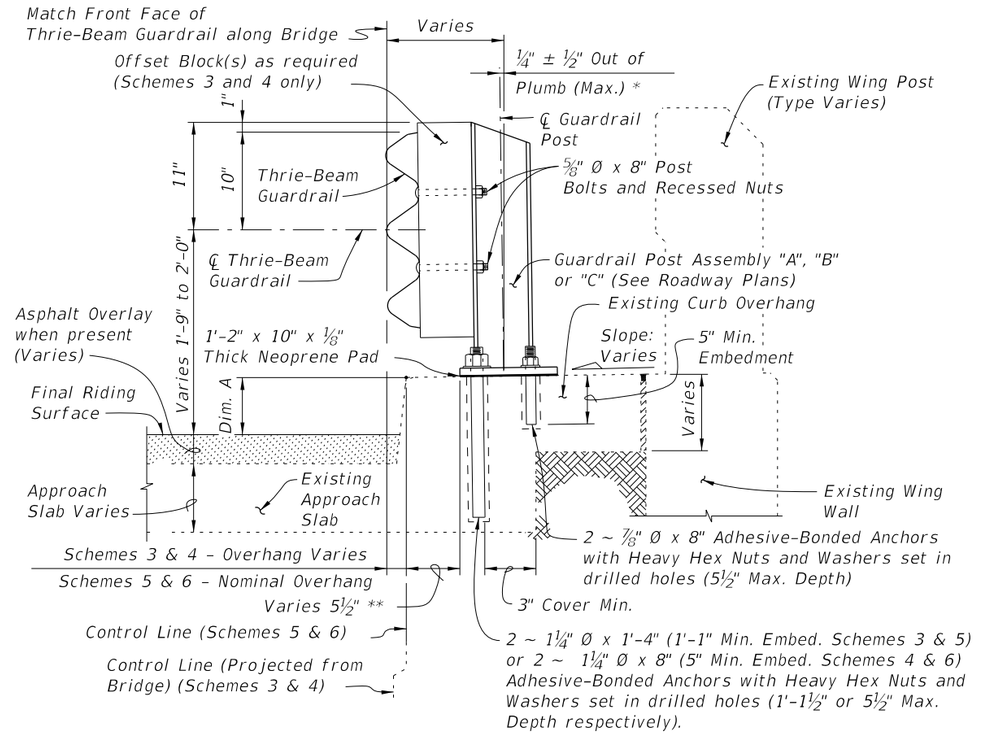
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 2	INDEX	SHEET
01/01/08						460-476	1 of 4



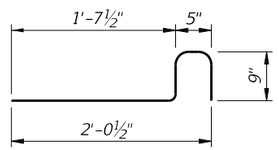
SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



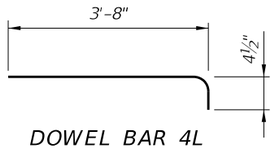
SECTION B-B
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
D	4	3'-7"
L	4	4'-1"
M	4	2'-8"

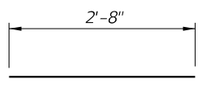
BAR BENDING DIAGRAMS



DOWEL BAR 4D



DOWEL BAR 4L

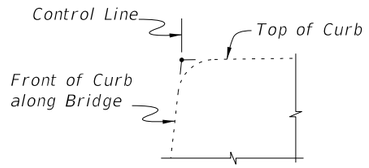


BAR 4M

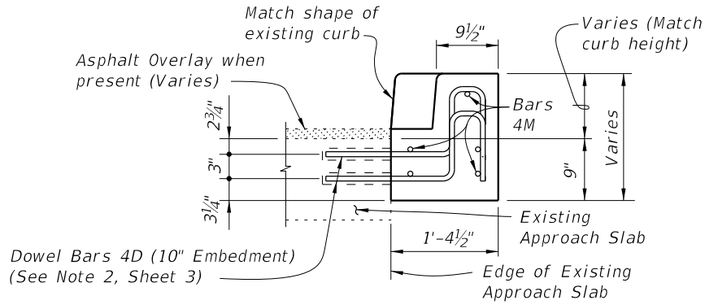
NOTE: All bar dimensions are out to out.

* Shim with washers around Anchors as required to maintain tolerance.

** Offset may vary ± 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.



DETAIL "A"



VIEW C-C

CROSS REFERENCES:
For location of Section A-A see Sheet 1, 3 & 4.
For location of Section B-B see Sheet 4.
For location of Section C-C see Sheet 3.
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

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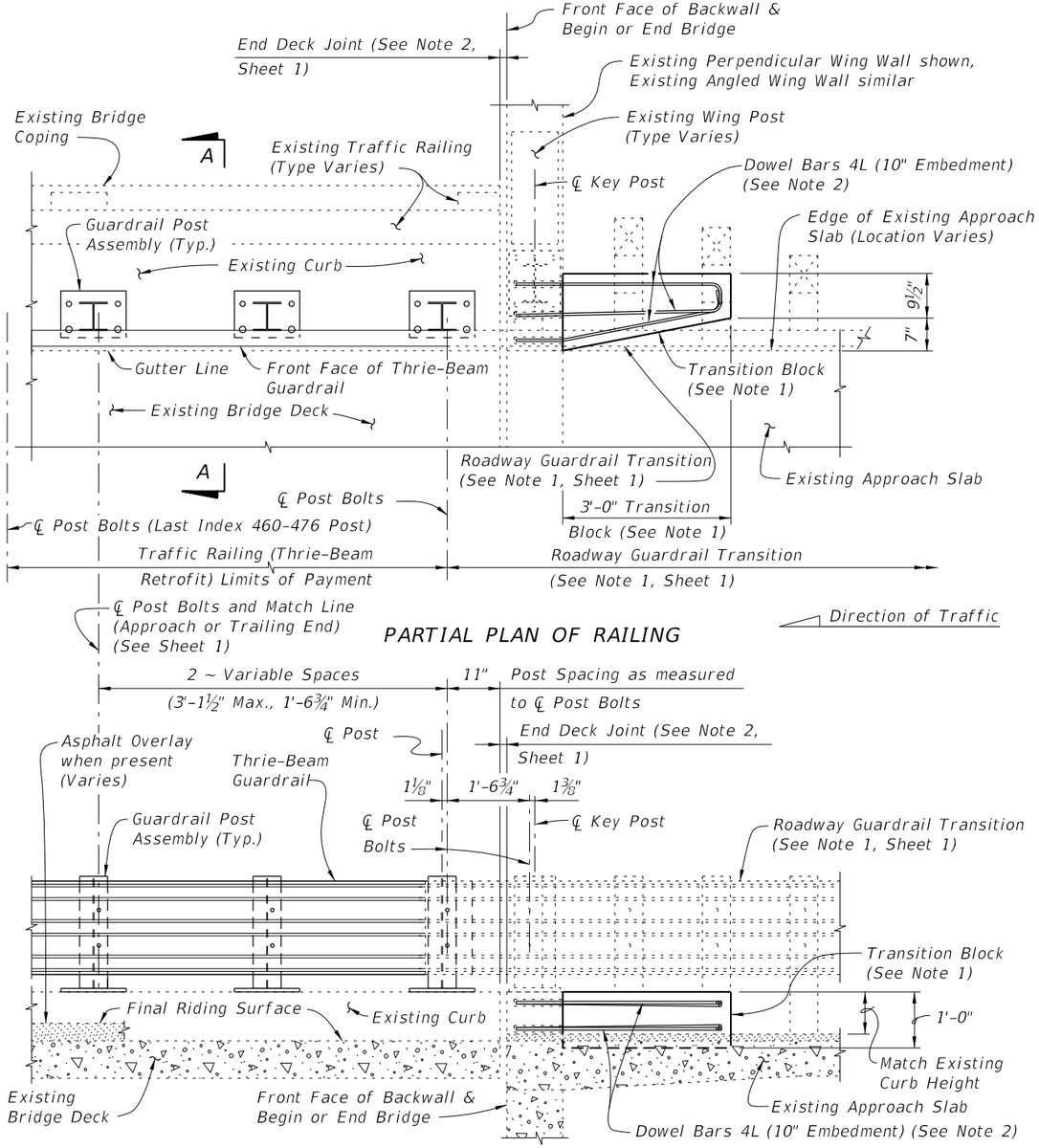
07/01/08						460-476	2 of 4



PARTIAL PLAN OF RAILING

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

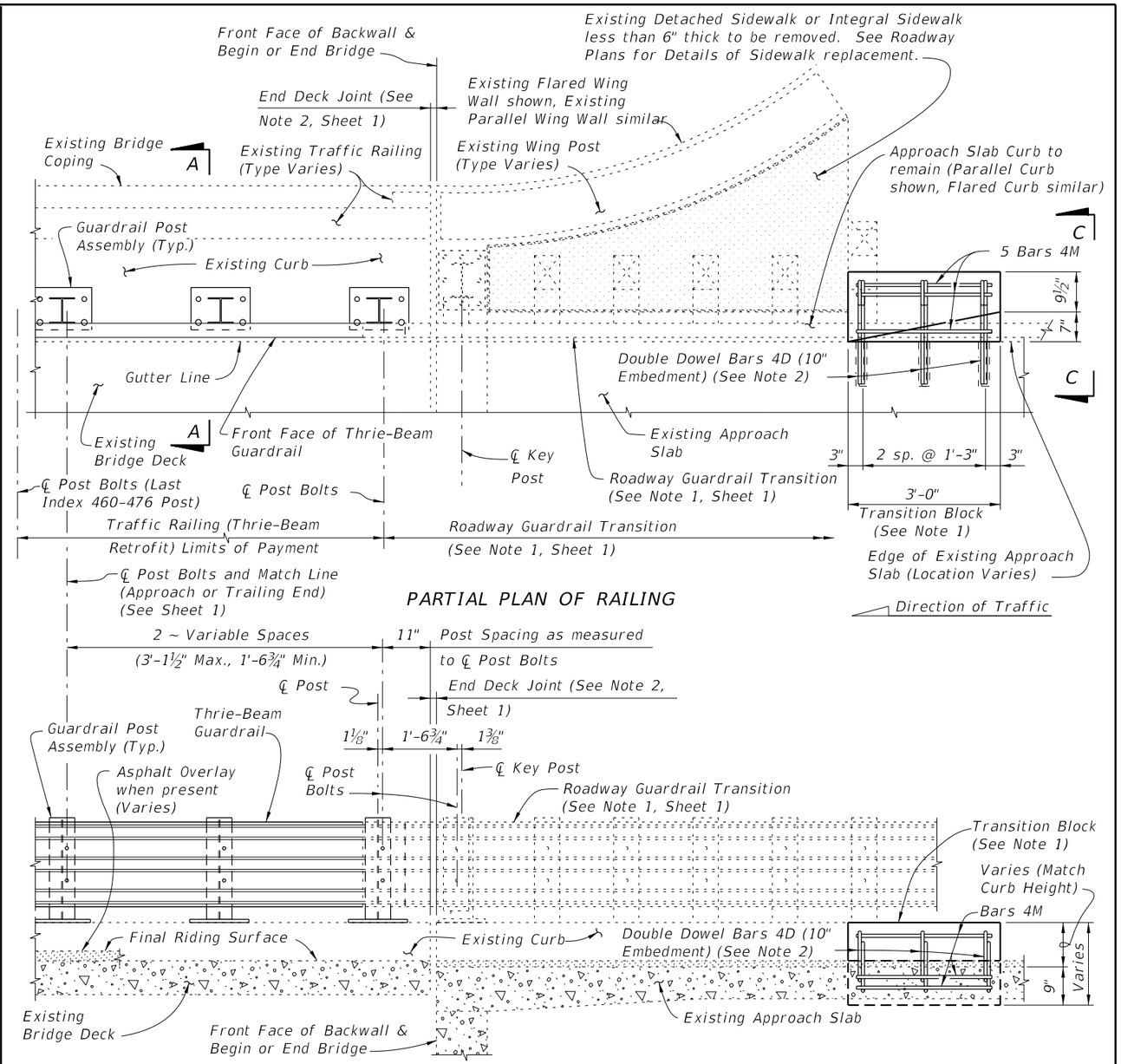
SCHEME 1

RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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



PARTIAL PLAN OF RAILING

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

SCHEME 2

RAILING END TREATMENT FOR PARALLEL OR FLARED CURBS WITH DETACHED SIDEWALKS OR INTEGRAL SIDEWALK LESS THAN 6" THICK

SCHEME 2 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic and on bridges with flared Approach Slab Curbs.

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

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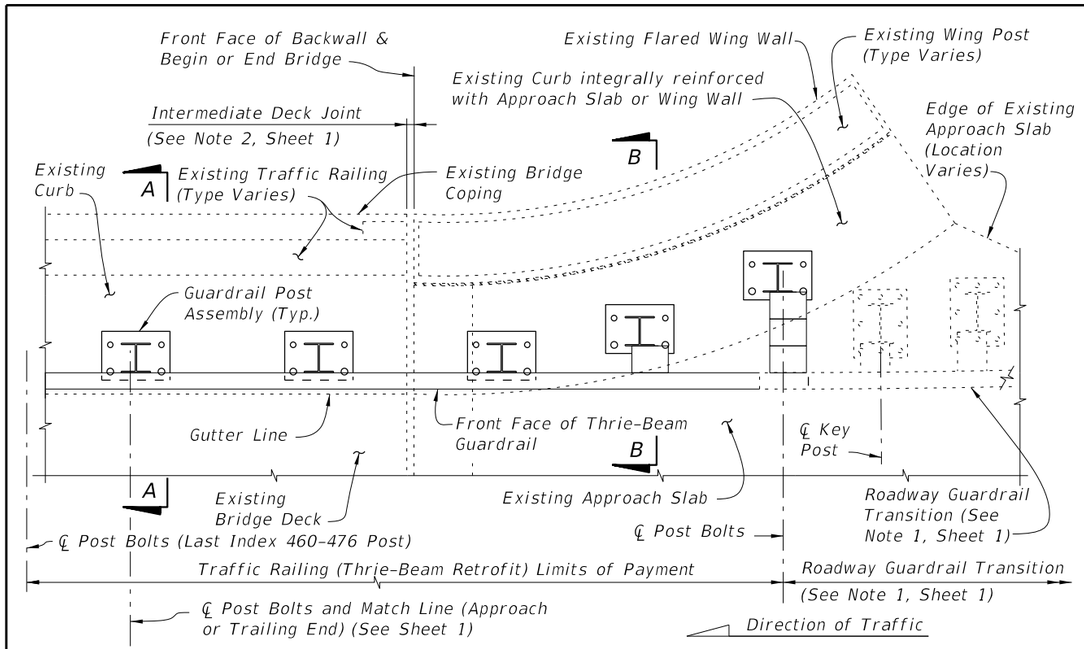
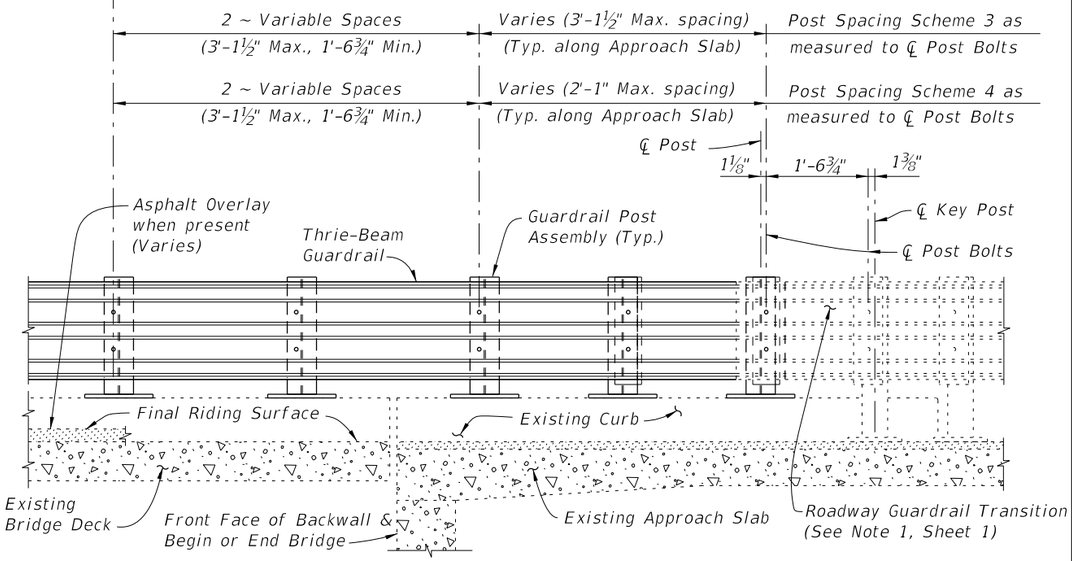
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/08			FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 2	460-476	3 of 4

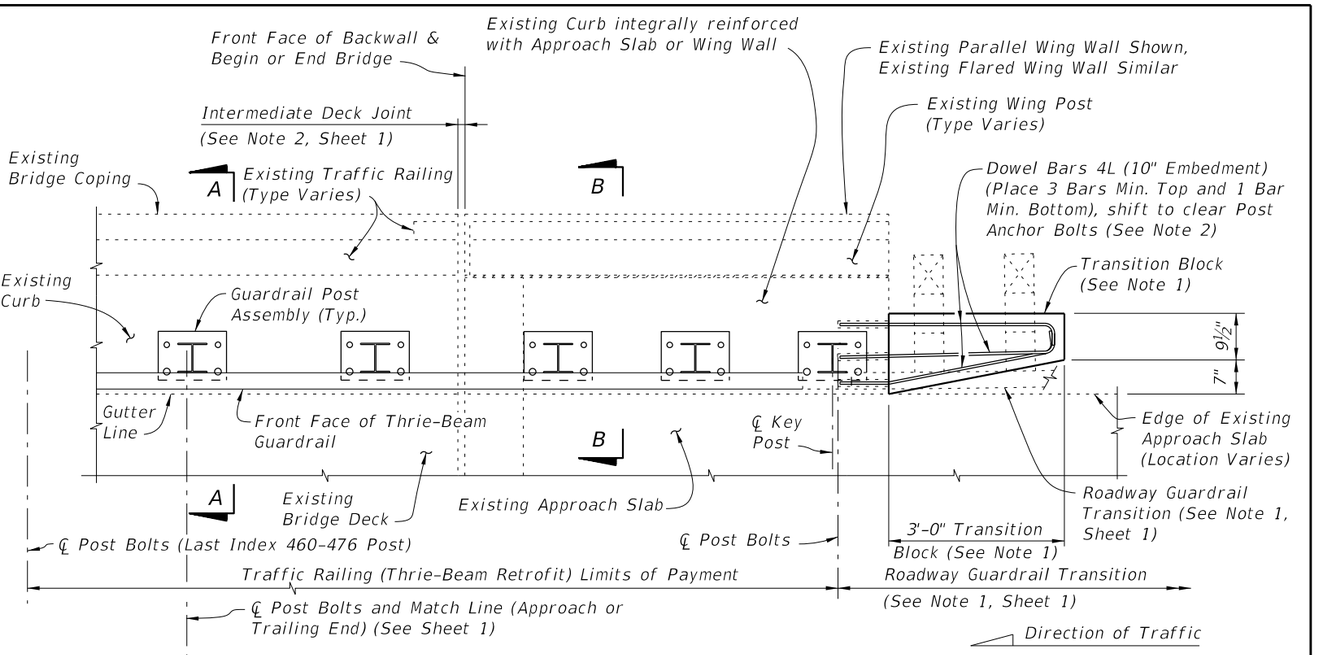


PARTIAL PLAN OF RAILING

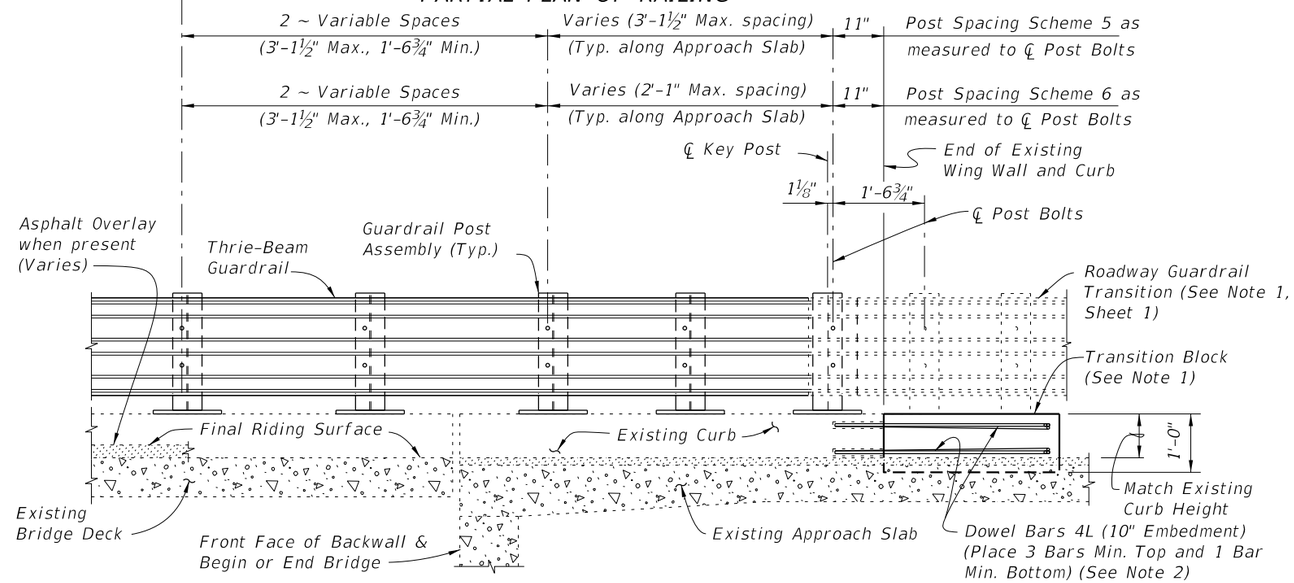


PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post and Traffic Railing not shown for clarity)

SCHEMES 3 AND 4
RAILING END TREATMENT FOR FLARED INTEGRAL CURBS



PARTIAL PLAN OF RAILING



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

SCHEMES 5 AND 6
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

SCHEMES 5 AND 6 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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

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LAST REVISION	REVISION	DESCRIPTION:				
01/01/08			FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 2	INDEX 460-476 / SHEET 4 of 4

TRAFFIC RAILING RETROFIT NOTES

See Index 536-001 for component details, geometric layouts and associated notes not fully detailed herein.

CONCRETE: Concrete for Transition Blocks shall be Class II (Bridge Deck).

THRIE-BEAM PANEL: Steel Thrie-Beam Elements shall meet the requirements for Class B (10 Gauge) Guardrail of AASHTO M 180, Type II (Zinc coated). The minimum panel length for Thrie-Beam Elements shall be 12'-6". Field drilled holes for Post connections shall be ¾" by 2½" slotted holes.

BOLTS, NUTS AND WASHERS: Bolts, nuts and round washers shall be in accordance with AASHTO M180. Plate Washers shall be in accordance with ASTM A36 or ASTM A709 Grade 36.

COATINGS: All Nuts, Bolts, Anchors, and Washers shall be hot-dip galvanized in accordance with the Specifications.

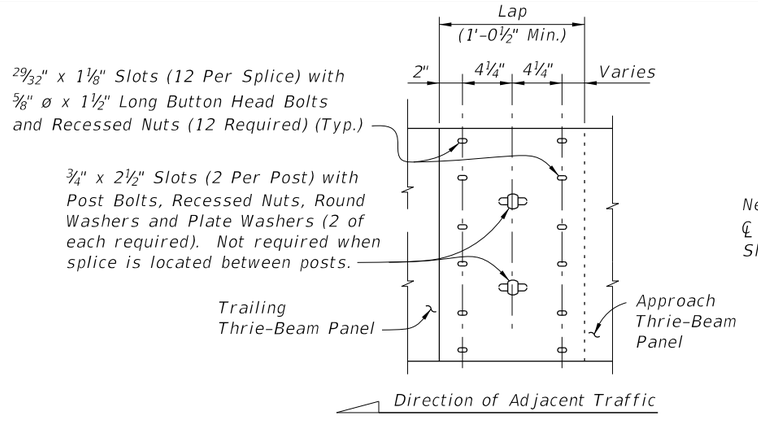
BRIDGES ON CURVED ALIGNMENTS: The details presented herein are shown for bridges on tangent alignments. Details for bridges on horizontally curved alignments are similar.

THRIE-BEAM EXPANSION SECTION: Thrie-Beam Expansion Sections shall be installed at locations shown in the Plans. Install nuts for splice bolts finger-tight at 2½" slots in thrie-beam expansion sections. Nuts shall fully engage bolts with a minimum of one bolt thread extending beyond the nuts. Distort the first thread on the outside of the nut to prevent loosening. Tighten bolts in 3¾" slots at guardrail post(s) that lie between the slotted expansion splice and bridge deck joint so that the bolt heads are in full contact with thrie-beam elements, but not so tight as to impede movement due to expansion.

WOOD BLOCKS: All wood blocks, including required wedge shaped blocks shall be Pressure Treated Lumber in accordance with Specifications Section 955. Bolt holes in blocks to be centered (±¼").

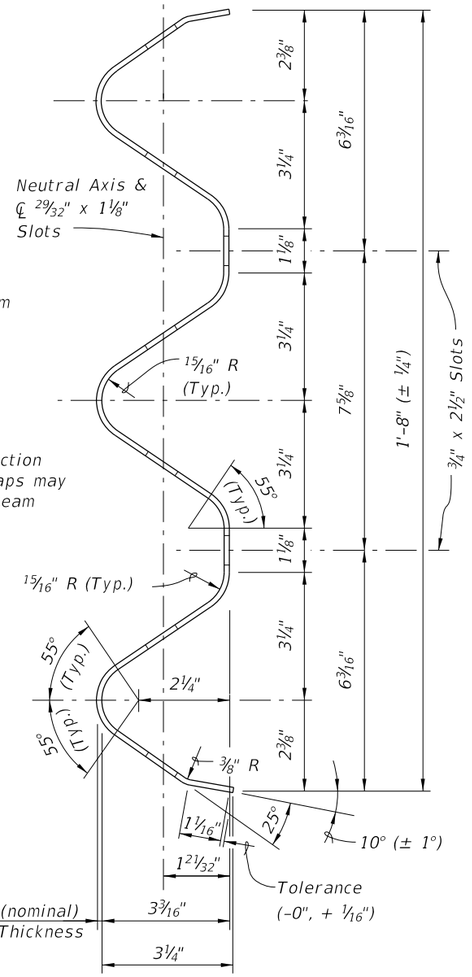
BRIDGE NAME PLATE: If a portion of the existing Traffic Railing is to be removed that carries the bridge name, number and or date, or if the installation of the Traffic Railing (Thrie-Beam Retrofit) will obscure the bridge name, number and or date, then replace the information that has been removed or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

PAYMENT: Payment will be made under Thrie-Beam Panel Retrofit which shall include all materials and labor required to fabricate and install the retrofit railing. Transition Blocks and Curbs, Bridge Name Plate and Barrier Delineators, where required, will not be paid for directly but shall be considered incidental work.

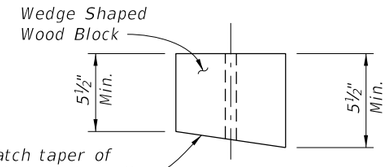


THRIE-BEAM PANEL SPLICE

NOTE: All Thrie Beam Panels shall be lapped in the direction of adjacent traffic. At the Contractor's option, laps may be extended. Field drill holes in Trailing Thrie-Beam Panel as required.



TYPICAL SECTION THRU CLASS B (10 GAUGE) THRIE-BEAM PANEL (EXPANSION SECTION SIMILAR)



PLAN VIEW

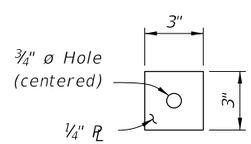
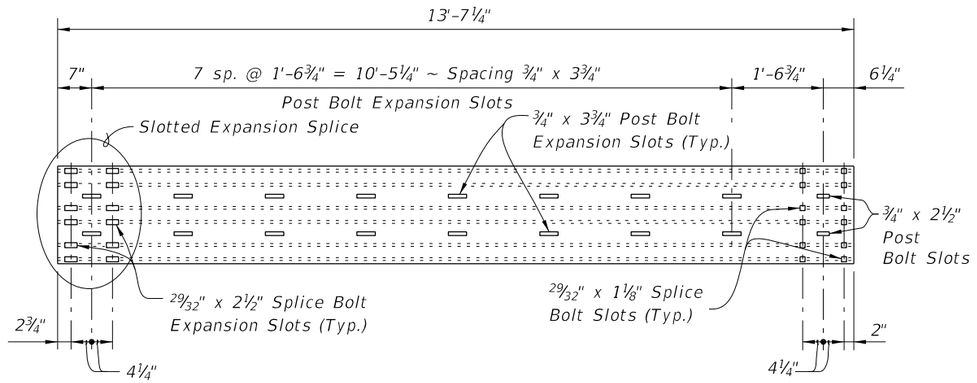
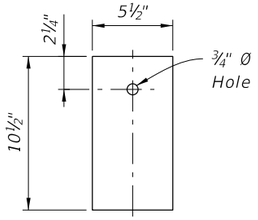


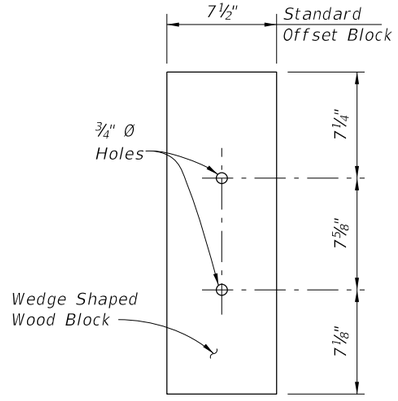
PLATE WASHER DETAIL



THRIE-BEAM EXPANSION SECTION

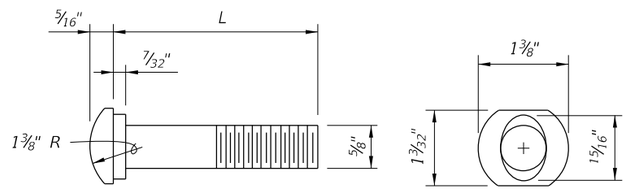


1" WOOD BLOCK



FRONT VIEW

WEDGE SHAPED BLOCK DETAIL



⅝" OVAL SHOULDER BUTTON HEAD BOLT

L (in)	THREAD LENGTH (in)	APPLICATION
1½	Full Length	Splice Bolt
14	4	Post Bolt

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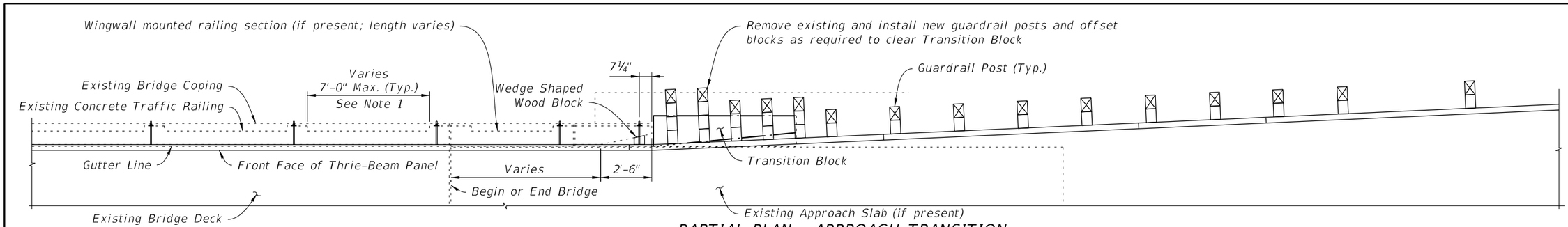
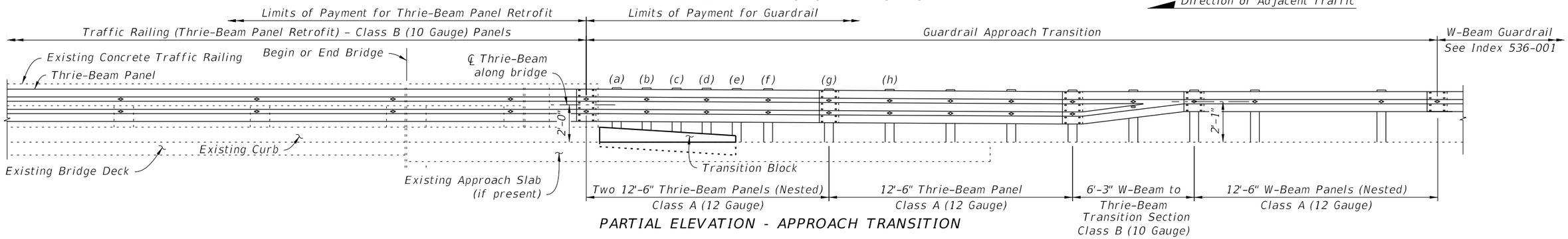
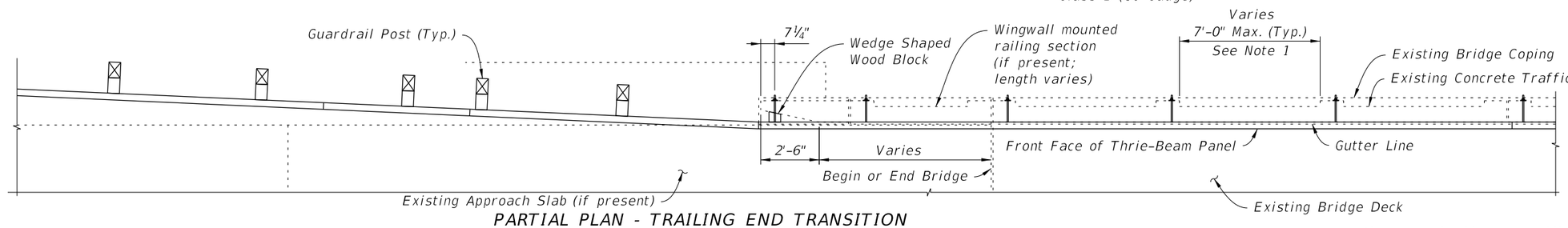
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/14			FDOT FY 2020-21 STANDARD PLANS	THRIE-BEAM PANEL RETROFIT (CONCRETE HANDRAIL)	460-477	1 of 4



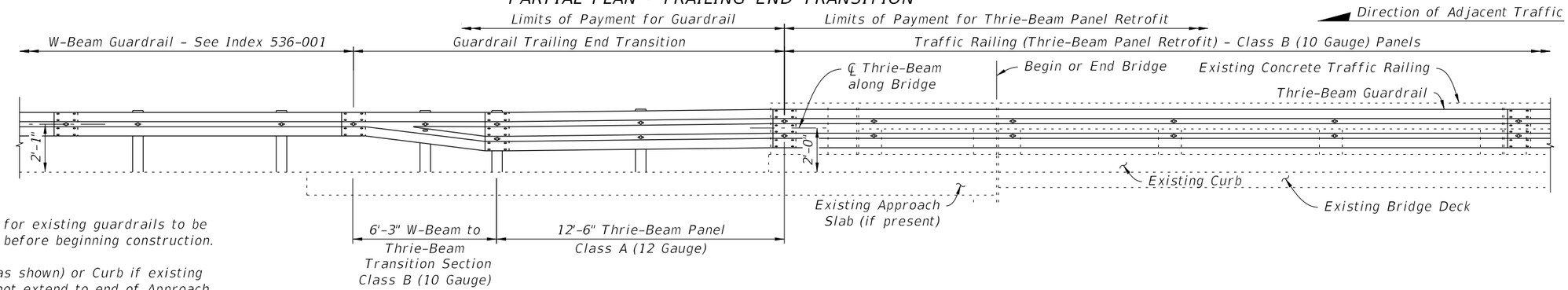
PARTIAL PLAN - APPROACH TRANSITION



PARTIAL ELEVATION - APPROACH TRANSITION



PARTIAL PLAN - TRAILING END TRANSITION



PARTIAL ELEVATION - TRAILING END TRANSITION

NOTES:

1. Dimensions and elevations for existing guardrails to be verified by the Contractor before beginning construction.
2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of the traffic face of Transition Block or Curb shall match existing bridge curb. See Sheet 4 for Transition Block details. Block may be omitted on trailing ends with no opposing traffic.
3. Do not bolt nested rails to the blocks and posts at posts (a), (c) & (e).

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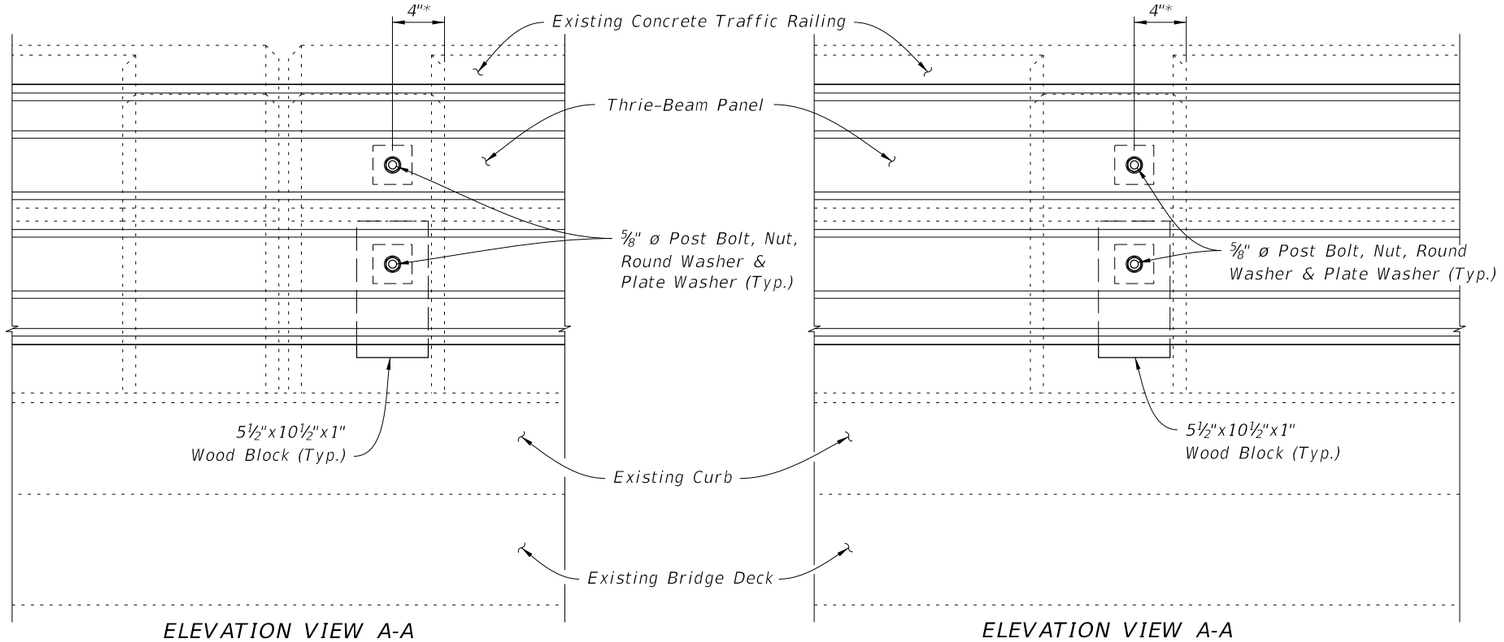
LAST REVISION	REVISION	DESCRIPTION:				
01/01/14			FY 2020-21 STANDARD PLANS	THRIE-BEAM PANEL RETROFIT (CONCRETE HANDRAIL)	INDEX 460-477	SHEET 2 of 4

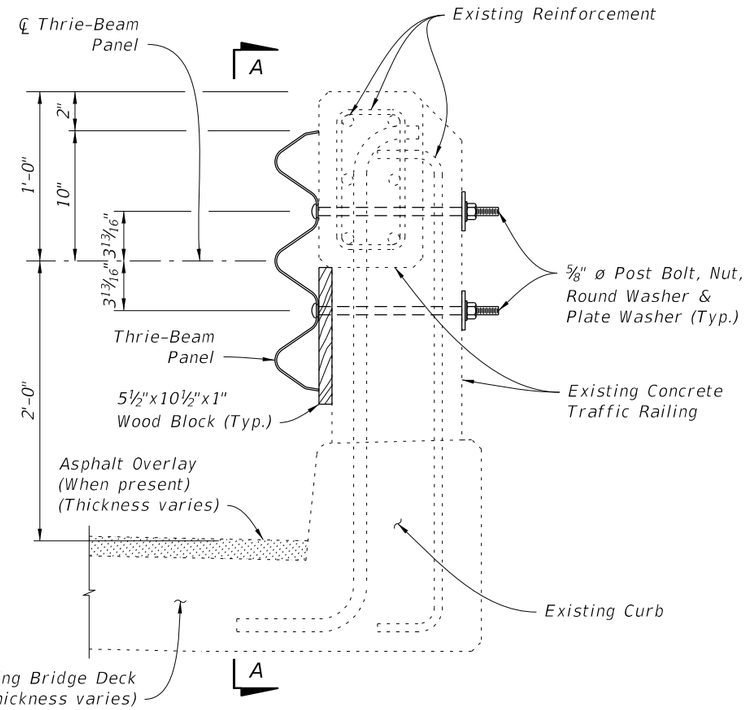


ELEVATION VIEW A-A
(At Double Posts)

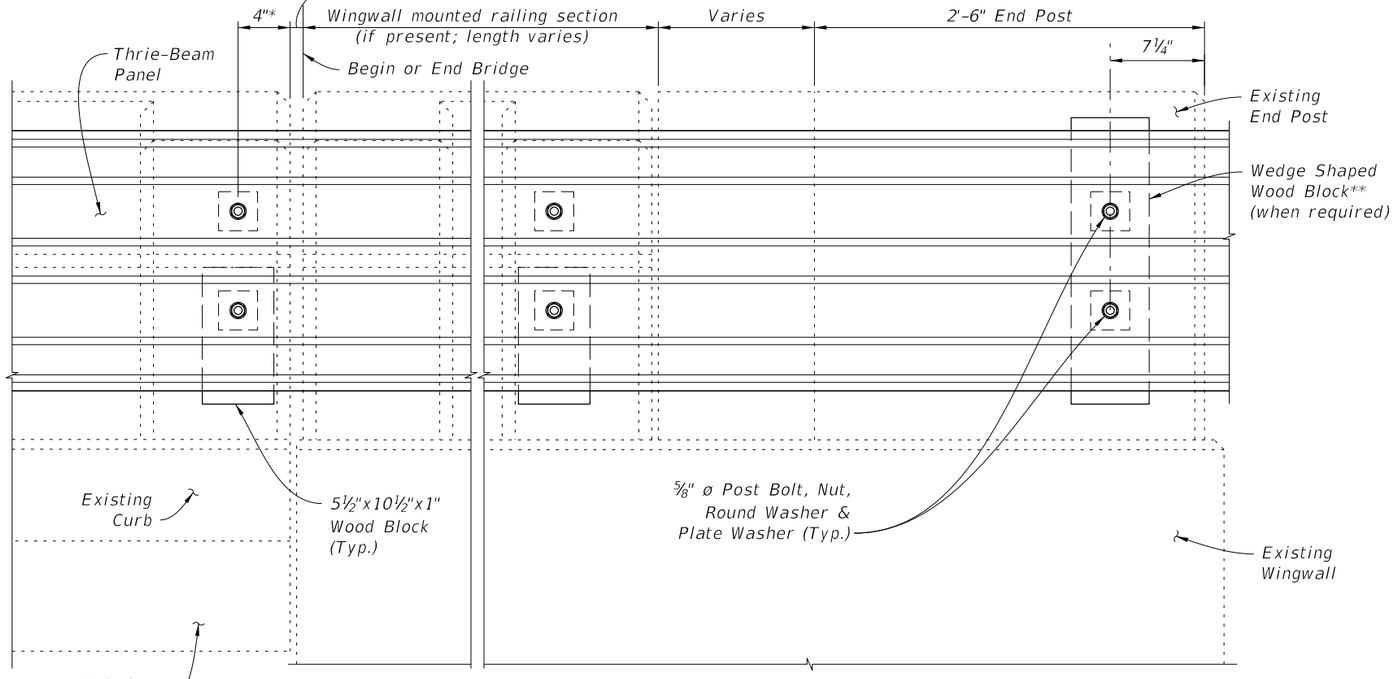
(View at Intermediate Double Posts shown; View at Expansion Joints similar)

ELEVATION VIEW A-A
(At Single Post)

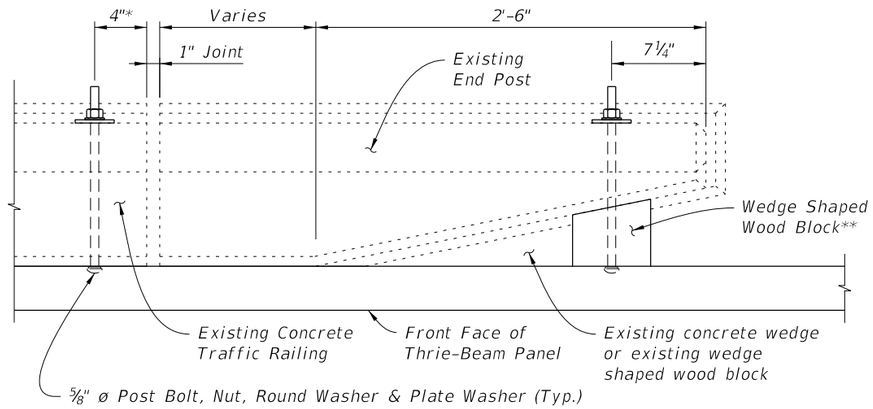
* Measured from edge of existing Post. Bolts may be installed at either side of any Post.



TYPICAL SECTION THRU RAILING POST ON BRIDGE DECK



ELEVATION VIEW A-A
(At End Post)



PLAN OF END POST

NOTES:

1. Post Bolts shall be ⅝" ø x 14" long set in ⅞" ø core drilled holes, see Sheet No. 1.
2. Shift Post Bolt holes minimally inward toward center of posts if existing reinforcement is encountered during drilling of holes. If reinforcement is still encountered, notify the Engineer before proceeding with drilling.
3. Post Bolt spacing not to exceed 8'-0" (± 1").

** For End Posts with an existing wedge shaped wood block, remove existing wood block and replace with new Wedge Shaped Wood Block (See Sheet 1 for notes and details).

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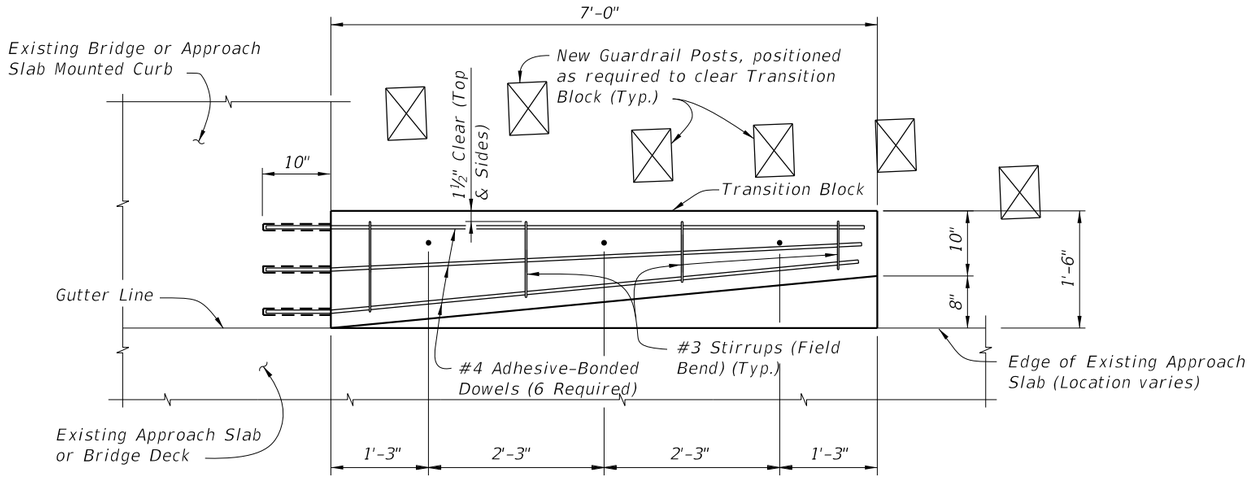
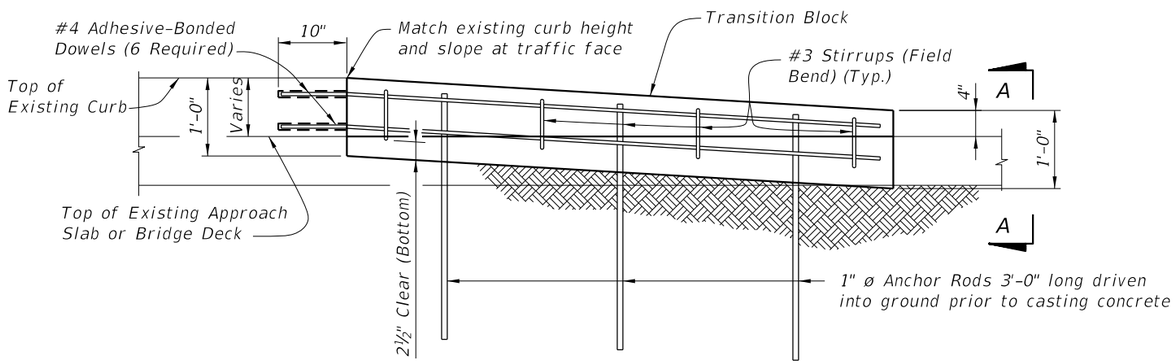
LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FY 2020-21 STANDARD PLANS	THRIE-BEAM PANEL RETROFIT (CONCRETE HANDRAIL)	INDEX 460-477	SHEET 3 of 4

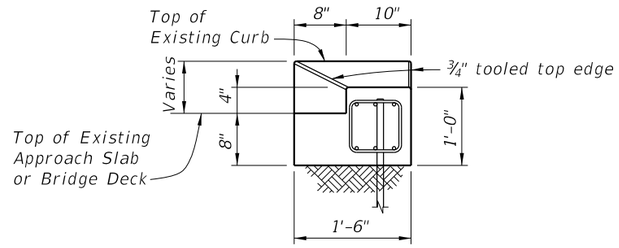


PLAN VIEW OF TRANSITION BLOCK
(GUARDRAIL NOT SHOWN FOR CLARITY)

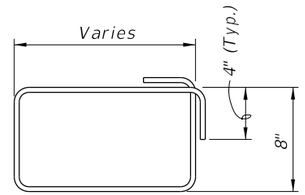


ELEVATION OF TRANSITION BLOCK
(GUARDRAIL AND POSTS NOT
SHOWN FOR CLARITY)

ESTIMATED QUANTITIES PER TRANSITION BLOCK		
ITEM	UNIT	QUANTITY
Concrete Class II (Bridge Deck)	CY	0.4
Reinforcing Steel	LB	61
Guardrail (Reset)	LF	12.5



END VIEW A-A



#3 STIRRUP (FIELD BEND)

NOTES:

ANCHOR RODS: Steel Anchor Rods shall be ASTM A36, ASTM A709 Grade 36 or ASTM A615 Grade 60 hot-dip galvanized in accordance with Specification Section 962.

ADHESIVE-BONDED DOWELS: Adhesive Bonding Material Systems for Dowels shall comply with Specification Section 937 (Type HV) and be installed in accordance with Specification Section 416.

Adhesive Bonded Dowels are shown installed in an existing curb or sidewalk integrally reinforced with Approach Slab, Wingwall or Bridge Deck. For installations in existing detached curbs or sidewalks, install dowels in available sound concrete.

Shift bars (as needed) to install six dowels into existing bridge or approach slab mounted curb.

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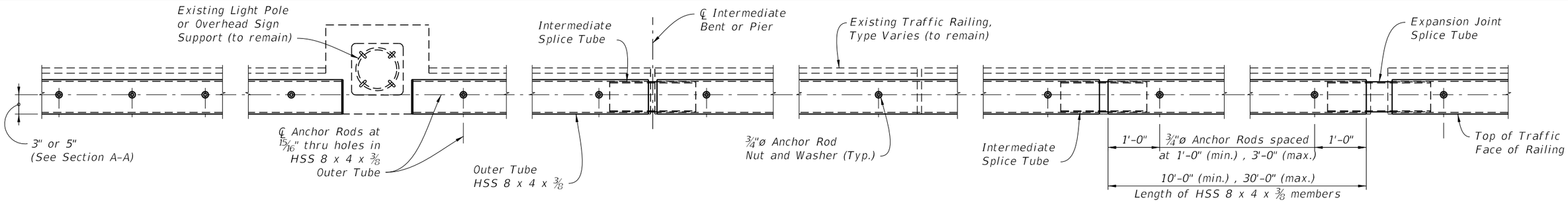
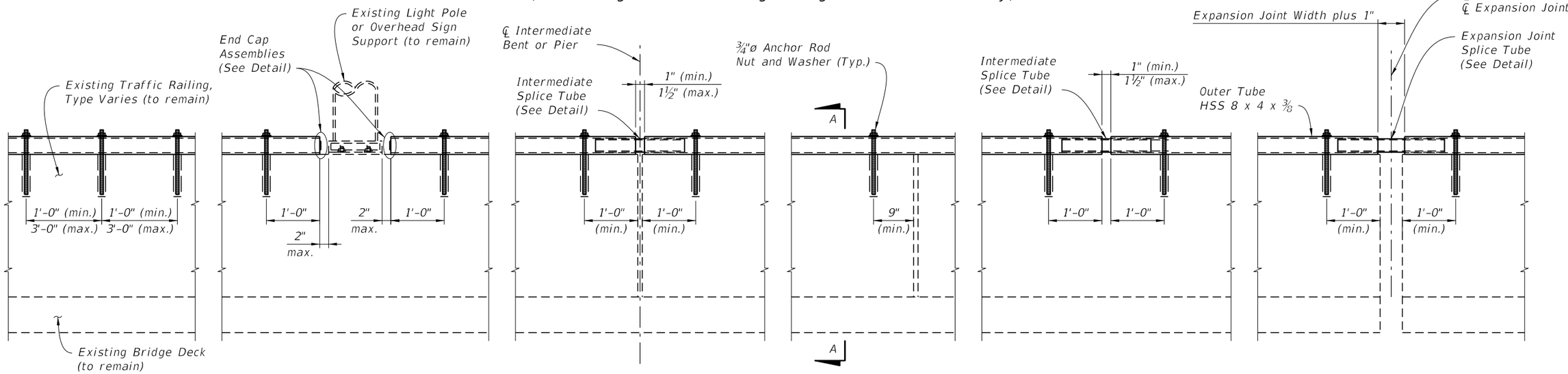


AT INTERMEDIATE (TYPICAL) LOCATIONS | AT LIGHT POLES AND OVERHEAD SIGN SUPPORTS | AT INTERMEDIATE BENTS OR PIERS WITH CONTINUOUS DECK | AT INTERMEDIATE OPEN JOINTS IN RAILING | AT OUTER TUBE SPLICE LOCATIONS | AT BRIDGE DECK EXPANSION JOINTS

PLAN
(Reinforcing Steel in Existing Railing not shown for clarity)



AT INTERMEDIATE (TYPICAL) LOCATIONS | AT LIGHT POLES AND OVERHEAD SIGN SUPPORTS | AT INTERMEDIATE BENTS OR PIERS WITH CONTINUOUS DECK | AT INTERMEDIATE OPEN JOINTS IN RAILING | AT OUTER TUBE SPLICE LOCATIONS | AT BRIDGE DECK EXPANSION JOINTS

ELEVATION
(Reinforcing Steel in Existing Railing not shown for clarity)
(Railing on Bridge Deck shown, Railing on Approach Slab and Retaining Wall similar)

GENERAL NOTES

HSS TUBES: HSS Tubes shall be ASTM A500 Grade B.

END CAPS AND END TAPER ASSEMBLIES: Steel plate for End Caps and End Taper Assemblies shall be ASTM A709 Grade 36.

ANCHOR RODS, NUTS AND WASHERS: Adhesive Bonded anchors shall be fully shall be threaded rods in accordance with ASTM F1554 Grade 36 or ASTM A193 Grade B7. All Nuts shall be single self-locking hex nuts and in accordance with ASTM A563 or ASTM A194. Flat Washers shall be in accordance with ASTM F436. After the nuts have been snug tightened, distort the anchor rod threads to prevent removal of the nuts. Coat distorted threads and the exposed trimmed ends of anchor rods with a galvanizing compound in accordance with the Specifications.

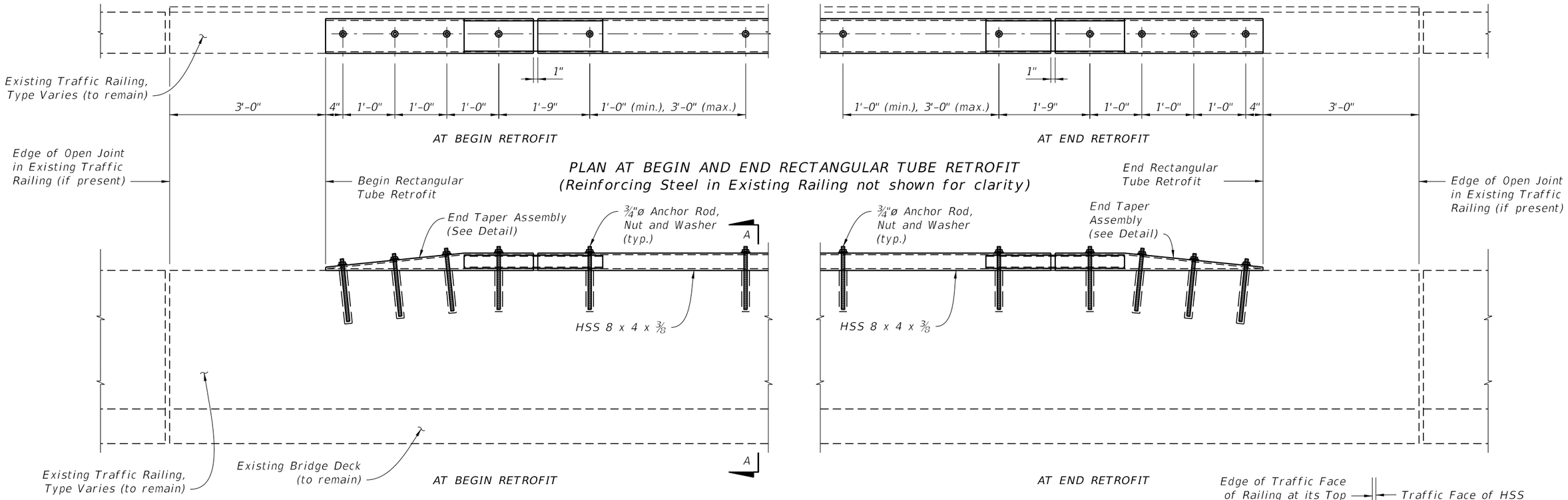
COATINGS: Galvanize all Anchor Rods, Nuts, Bolts, Washers and HSS Tube Assemblies in accordance with the Specifications. Hot-dip HSS Tubes and Tube Assemblies after fabrication.

ADHESIVE-BONDED ANCHORS AND DOWELS: Adhesive Bonding Material Systems for Anchor Rods shall comply with Specification Section 937 and be installed in accordance with Specification Section 416. The field testing proof loads required by Specification Section 416 shall be 10,000 lbs.

INSTALLATIONS ON CURVED ALIGNMENTS AND GRADES: The details presented in this Standard are shown for installations on tangent alignments and constant grades except as shown in the Offset Detail for Retrofit Installations on Horizontally Curved Alignments. Details for installations on horizontally curved alignments and or vertically curved profiles are similar. Straight sections of HSS Tube may be installed in a chorded manner within the offset limit shown in the Offset Detail for Retrofit Installations on Horizontally Curved Alignments. Shop bend HSS Tubes for use on horizontally curved alignments where the offset limit shown cannot be met using straight sections of HSS Tube. Straight and horizontally curved sections of HSS Tube may be field bent during installation for use on vertically curved profiles.

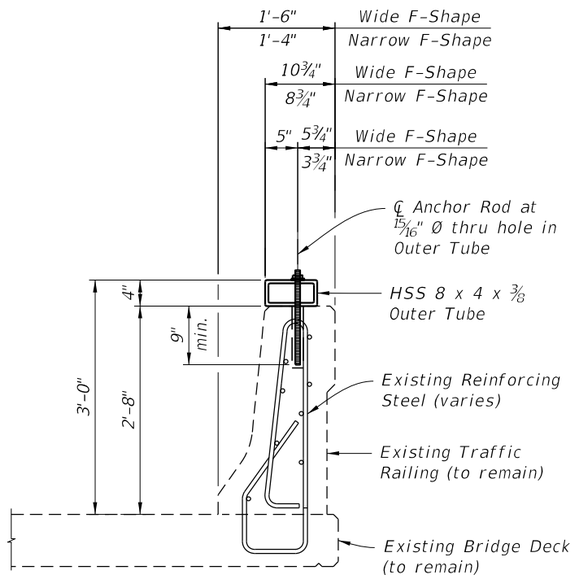
SHOP DRAWINGS: Submit shop drawings and obtain approval prior to fabrication in accordance with Specification Section 5. Show project specific geometry (line and grade) and bolt hole, expansion joint and splice locations. Include other project specific details as required.

PAYMENT: Payment will be made under Metal Traffic Railing (Rectangular Tube Retrofit) which shall include all materials and labor required to fabricate and install the Rectangular Tube Retrofit.

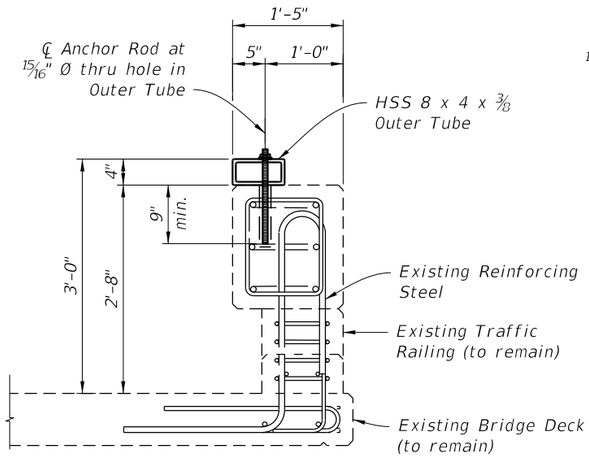


PLAN AT BEGIN AND END RECTANGULAR TUBE RETROFIT
(Reinforcing Steel in Existing Railing not shown for clarity)

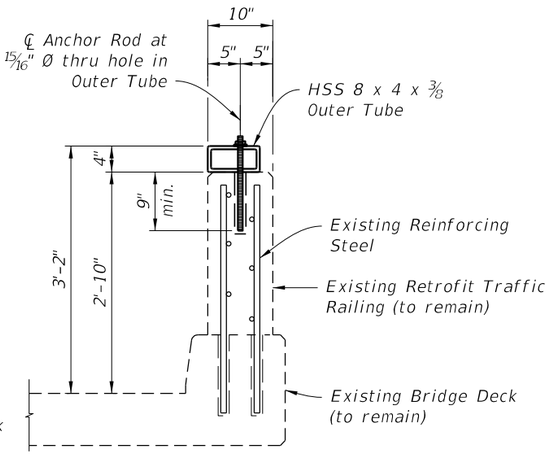
ELEVATION AT BEGIN AND END RECTANGULAR TUBE RETROFIT
(Reinforcing Steel in Existing Railing not shown for clarity)
(Railing on Bridge Deck shown, Railing on Approach Slab and Retaining Wall similar)



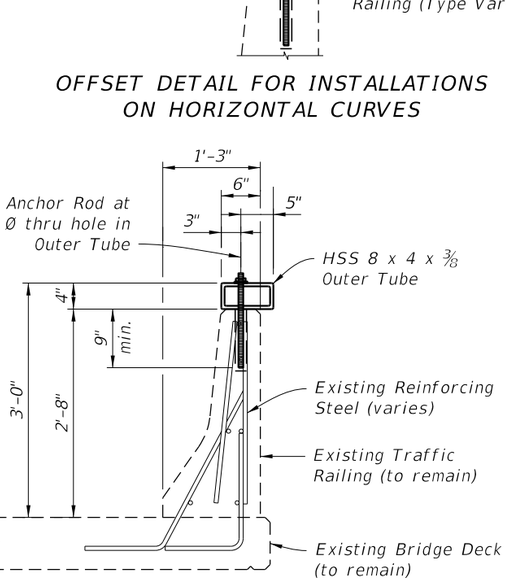
SECTION A-A
F-Shape Traffic Railing



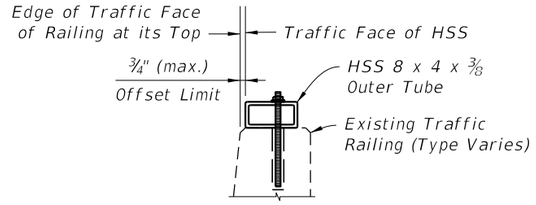
SECTION A-A
Corral Shape Traffic Railing



SECTION A-A
Vertical Face Retrofit Traffic Railing



SECTION A-A
New Jersey Shape Traffic Railing



OFFSET DETAIL FOR INSTALLATIONS ON HORIZONTAL CURVES

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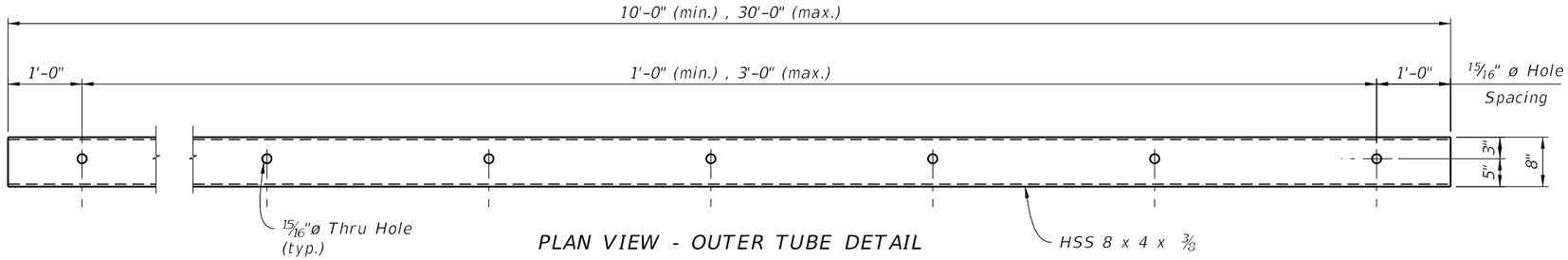
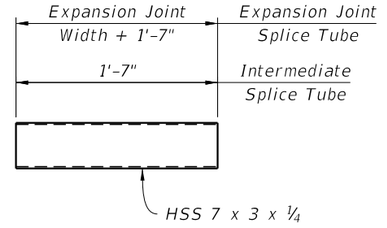
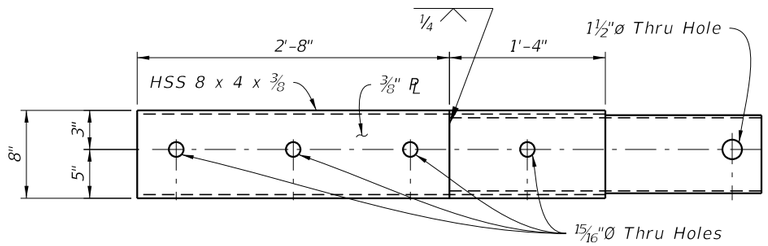
11/01/17			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (RECTANGULAR TUBE RETROFIT)	INDEX 460-490	SHEET 2 of 3



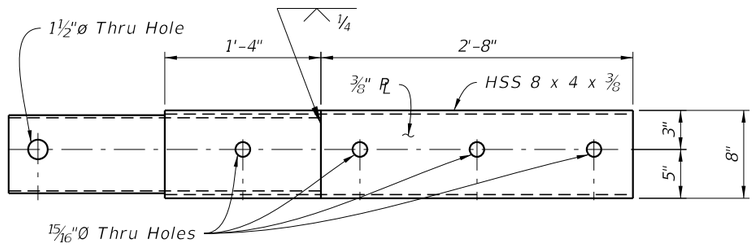
PLAN VIEW - OUTER TUBE DETAIL



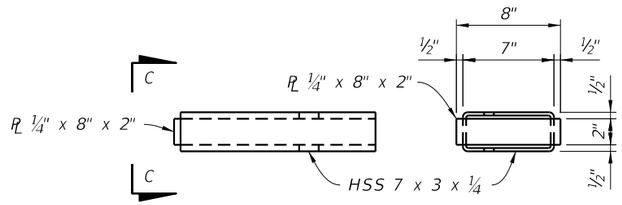
SPLICE TUBE DETAIL



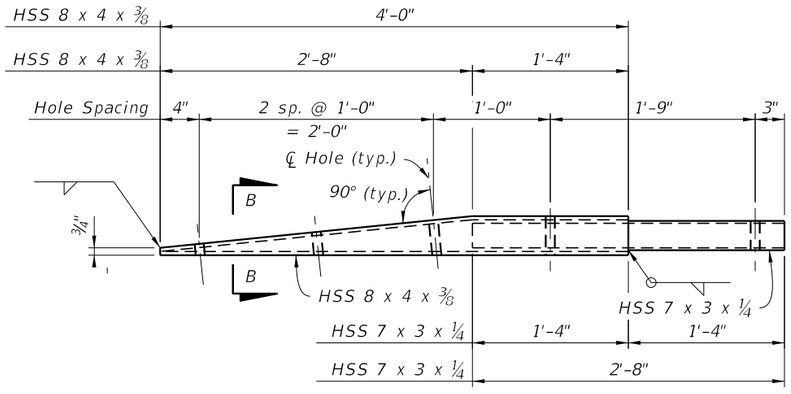
PLAN



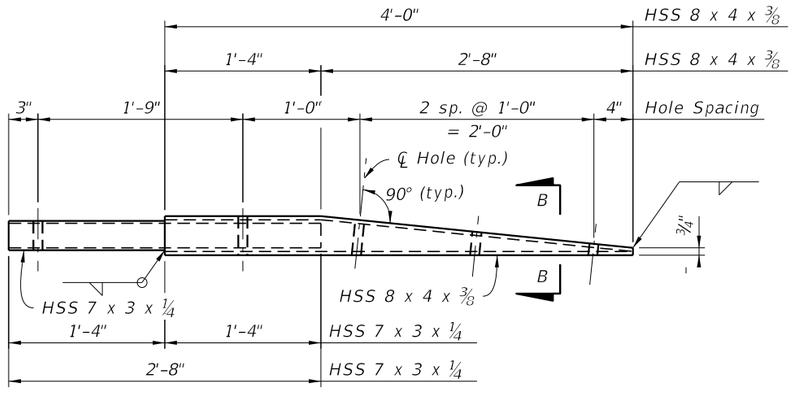
PLAN



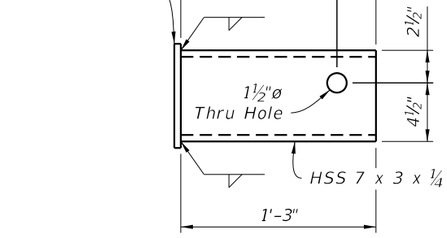
ELEVATION VIEW C-C



ELEVATION

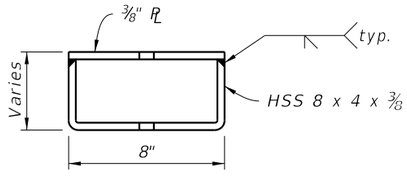


ELEVATION



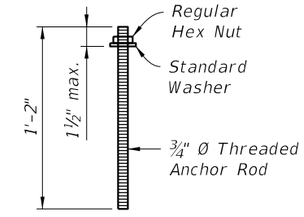
PLAN

END CAP ASSEMBLY DETAIL



SECTION B-B

TAPERED END ASSEMBLY DETAIL



ANCHOR RODS

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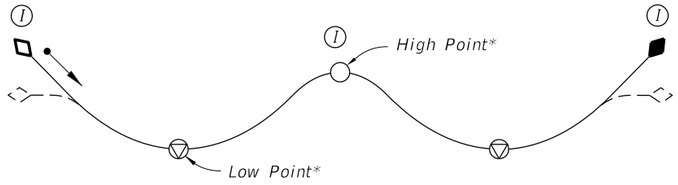
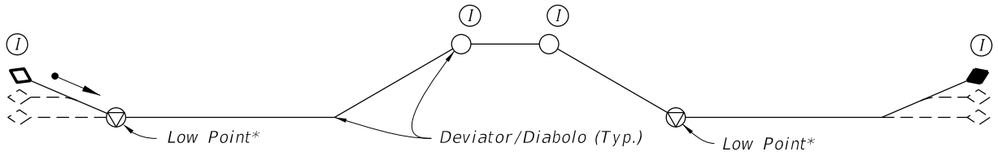
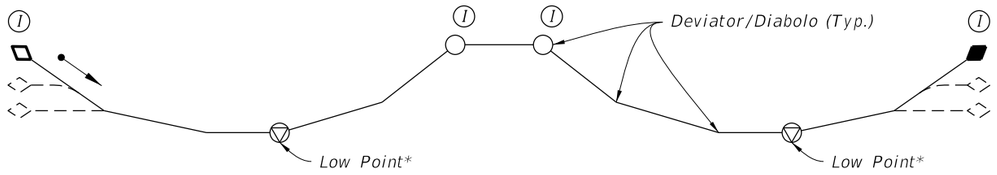
TYPICAL PROFILES FOR TENDONS WITH FLEXIBLE FILLER



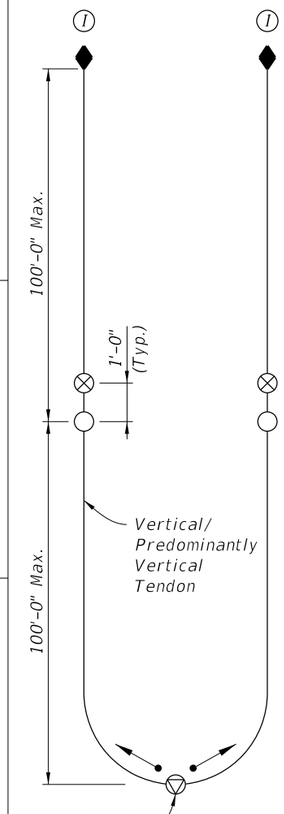
Profile F1
(2 Span Profile shown; Profiles for 3 or more Spans similar)



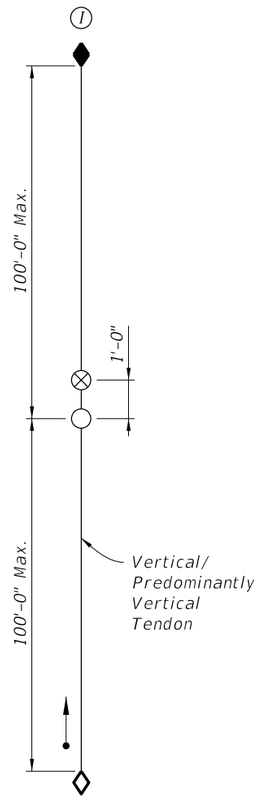
Profile F2
(2 Span Profile shown; Profiles for 3 or more Spans similar)



Profile F3
(2 Span Profile shown; Profiles for 3 or more Spans similar)



Profile F8

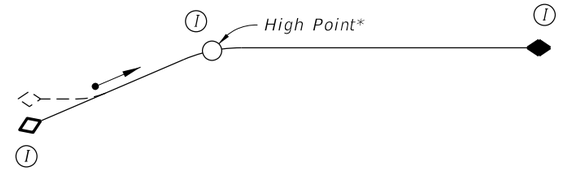


Profile F9

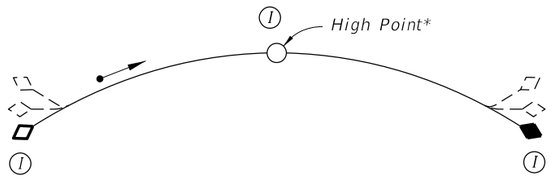
LEGEND:

- Strand, Wire or Bar Tendon
- Anchorage with Filler Inlet at lower end of Tendon
- Anchorage with Filler Outlet at higher end of Tendon
- Alternate tendon profile immediately adjacent to Anchorage
- Supplementary Filler Inlet
- Filler Port / Outlet
- Drain (See Specifications Section 462 for additional Drain location requirements)
- Direction of Filler Flow
- I Inspection Location

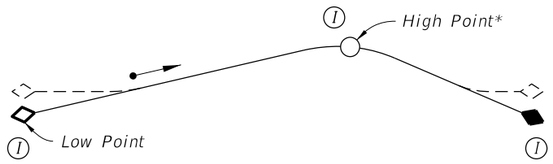
* Adjust location to coincide with the true high or low point(s) of the tendon.



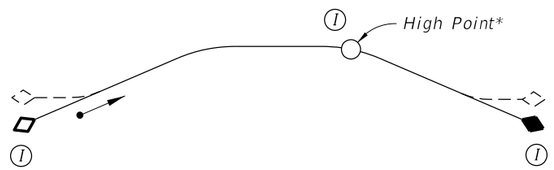
Profile F12



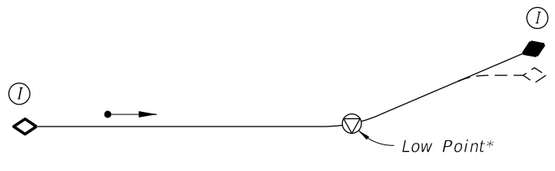
Profile F4



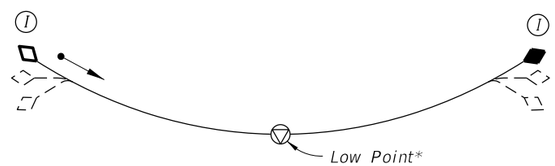
Profile F6



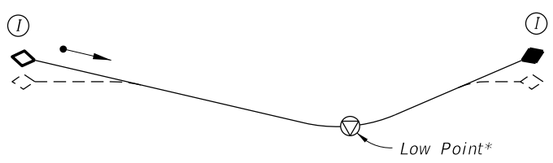
Profile F10



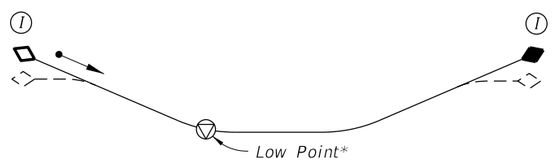
Profile F13



Profile F5



Profile F7



Profile F11

Profile F14

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FDOT FY 2020-21 STANDARD PLANS	POST-TENSIONING TENDON PROFILES	462-001	1 of 2

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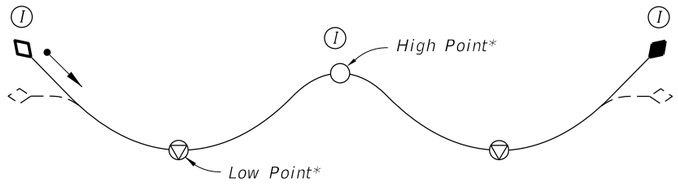
TYPICAL PROFILES FOR TENDONS WITH GROUT FILLER

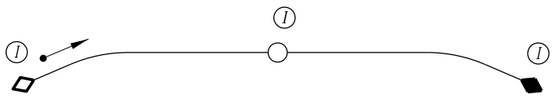


Profile G1

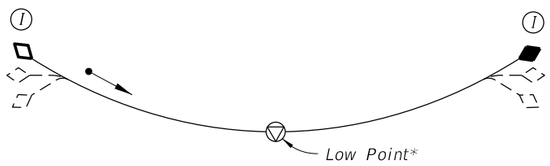
(2 Span Profile shown; Profiles for 3 or more Spans similar)

Profile G2

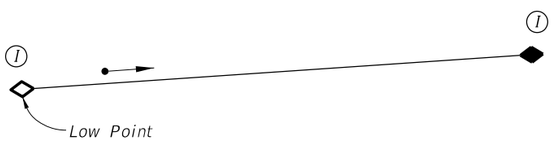
(Profile for Single Cell Box shown; Profiles for Multiple Cell Boxes similar)



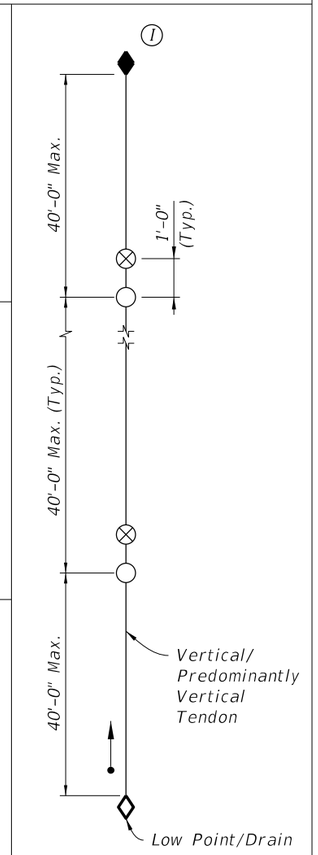
Profile G3



Profile G4



Profile G5



Profile G6

NOTE: See Sheet 1 of 2 for Typical Profiles for Tendons with Flexible Filler and for Legend of Symbols.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	POST-TENSIONING TENDON PROFILES	INDEX	SHEET
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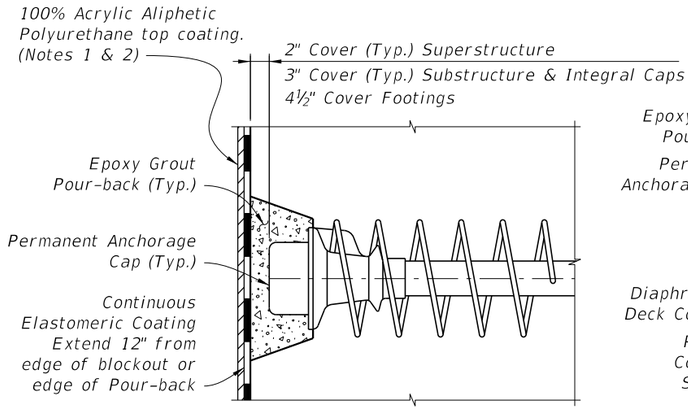
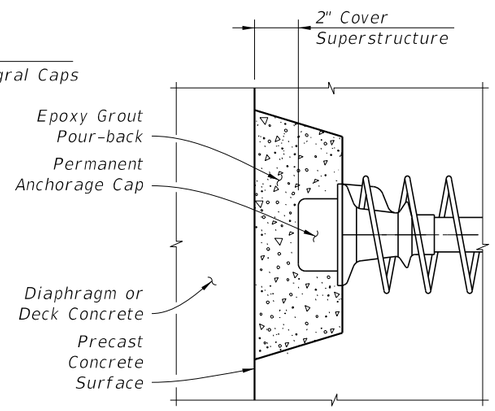
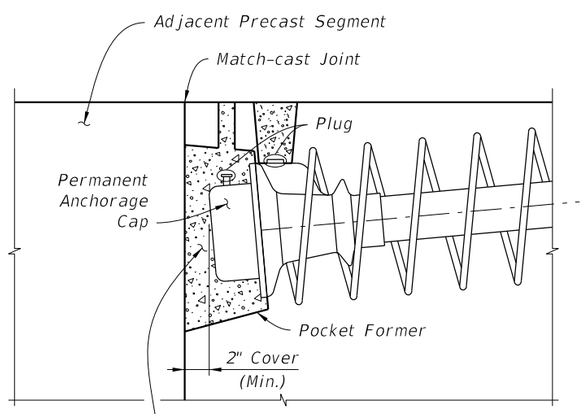


TYPE 1

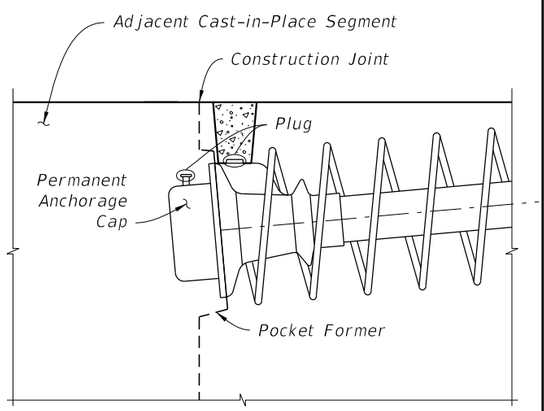


TYPE 2



TYPE 3A

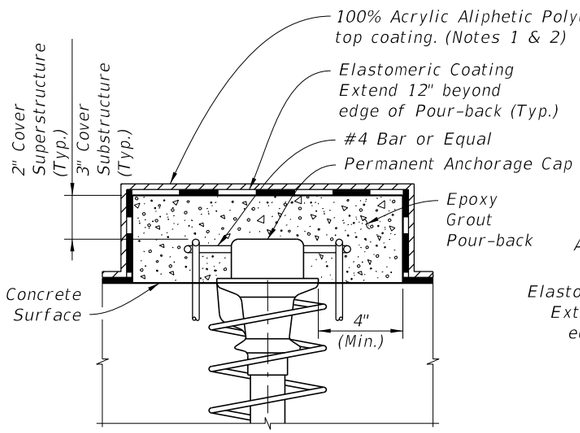
Epoxy Grout Pour-back placed after permanent tendons anchored in adjacent segment have been stressed



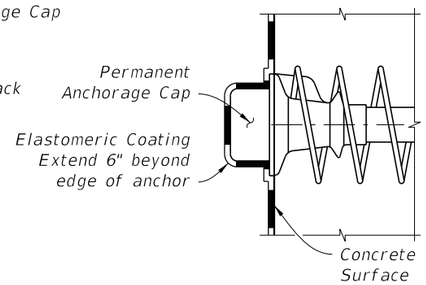
TYPE 3B

Notes:

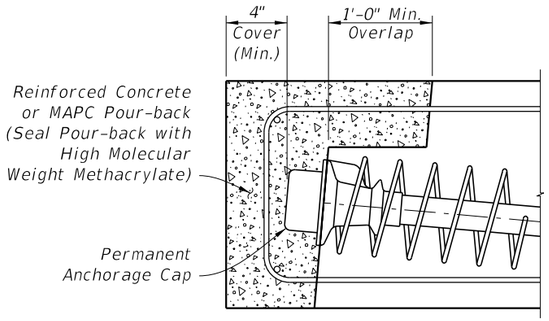
1. Meet the requirements of Specification Section 975-5.
2. Extend top coat 1" beyond limits of Elastomeric Coating.



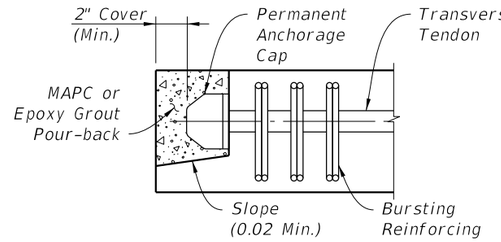
TYPE 4



TYPE 5



TYPE 6

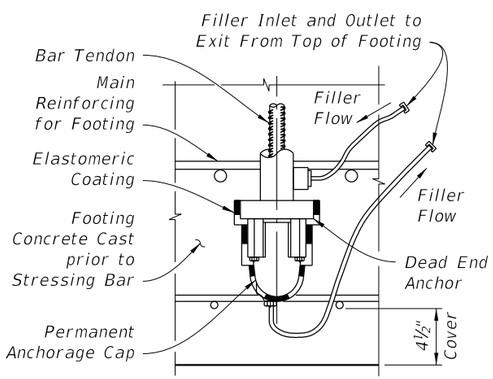


TYPE 7

Type 7 Notes:

1. Traffic or Pedestrian/Bicycle Railing not shown for clarity.
2. Where Pour-back is not protected by Traffic or Pedestrian/Bicycle Railing, Coat Pour-back with High Molecular Weight Methacrylate.

ANCHORAGE PROTECTION FOR STRAND TENDONS



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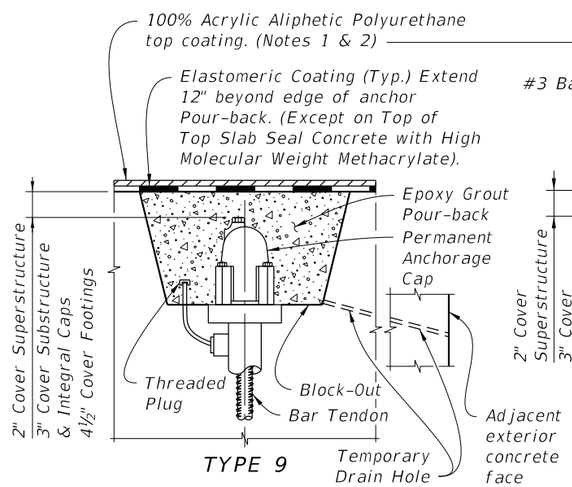
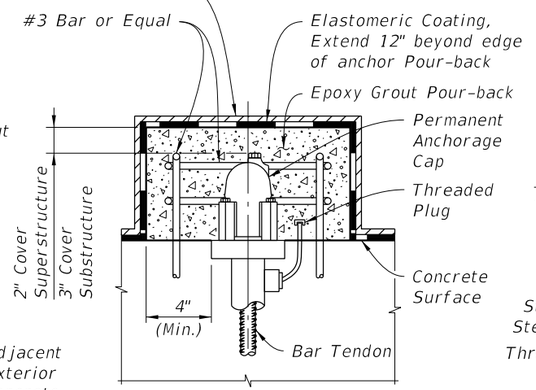
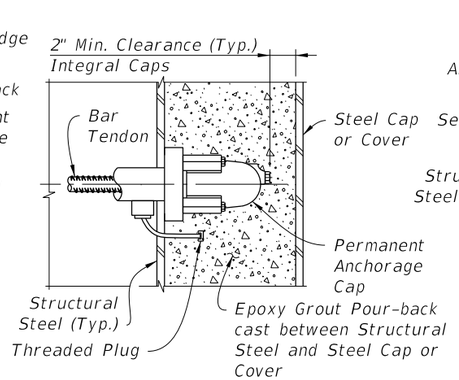


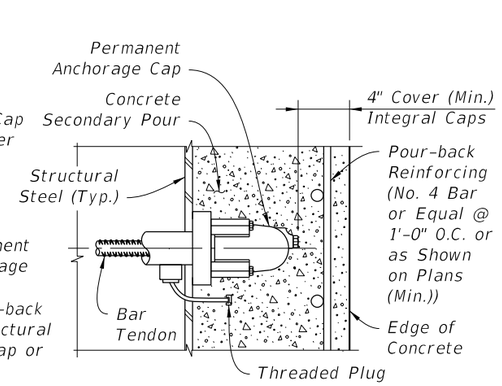
TYPE 9



TYPE 10



TYPE 11
(Shear Studs not Shown for Clarity)



TYPE 12
(Shear Studs not Shown for Clarity)

ANCHORAGE PROTECTION FOR BAR TENDONS

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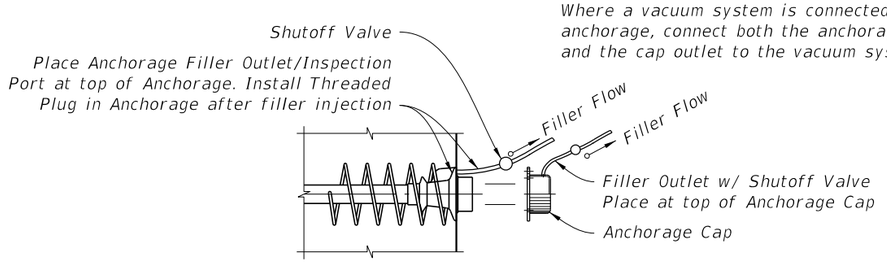
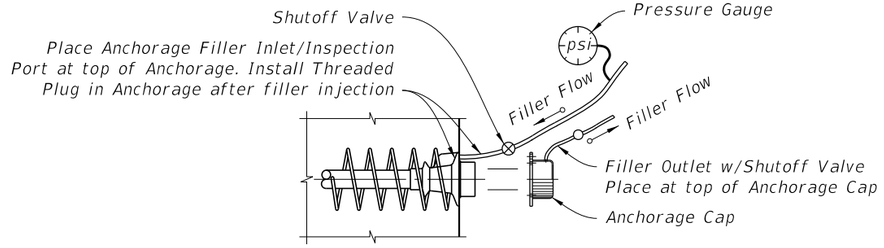
LAST REVISION	REVISION	DESCRIPTION:			
11/01/18			FY 2020-21 STANDARD PLANS	POST-TENSIONING ANCHORAGE PROTECTION	INDEX 462-002 / SHEET 1 of 1

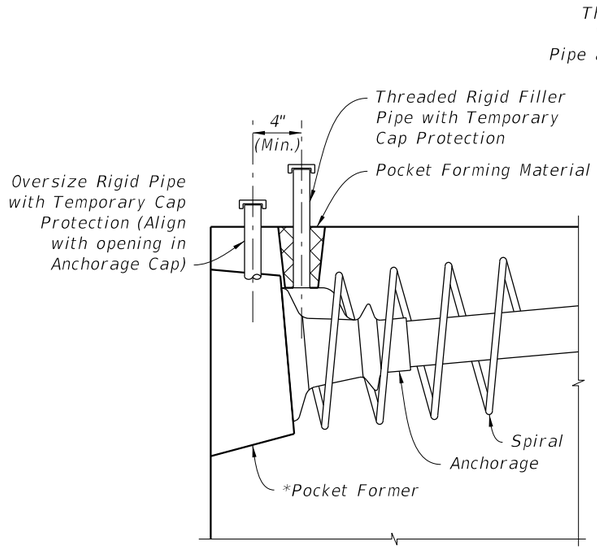
NOTE:
Where a vacuum system is connected to an anchorage, connect both the anchorage outlet and the cap outlet to the vacuum system.



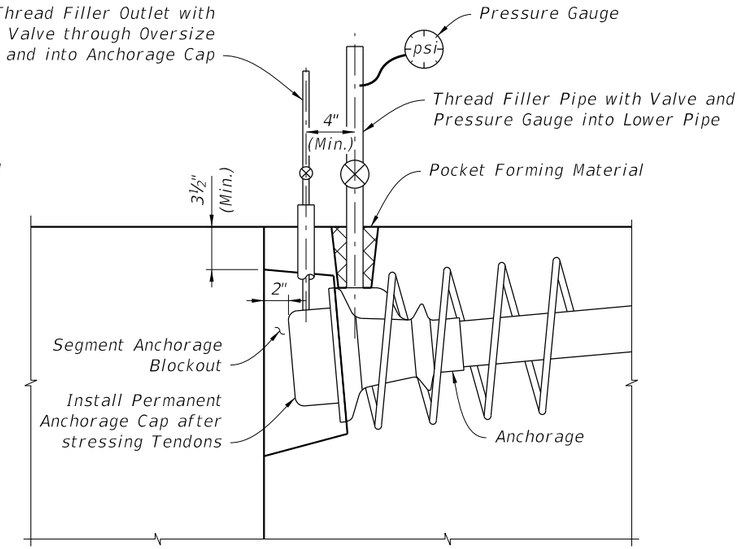
FACE INSPECTED
ANCHORAGE WITH FILLER OUTLET



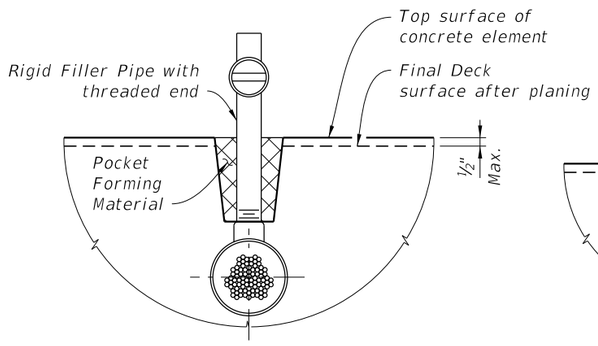
FACE INSPECTED
ANCHORAGE WITH FILLER INLET



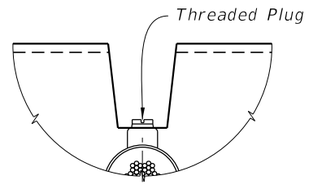
1 INSTALLATION & SHIPPING



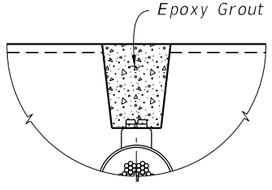
2 FILLER INJECTION



1 FILLER OUTLET CONNECTION TO DUCT



2 POCKET PREPARATION

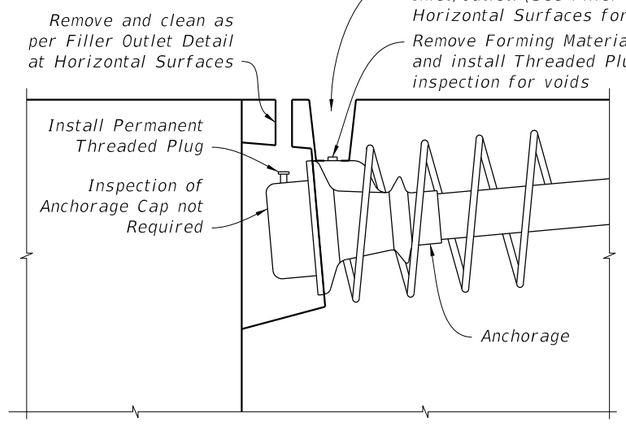


3 FILLING POCKET

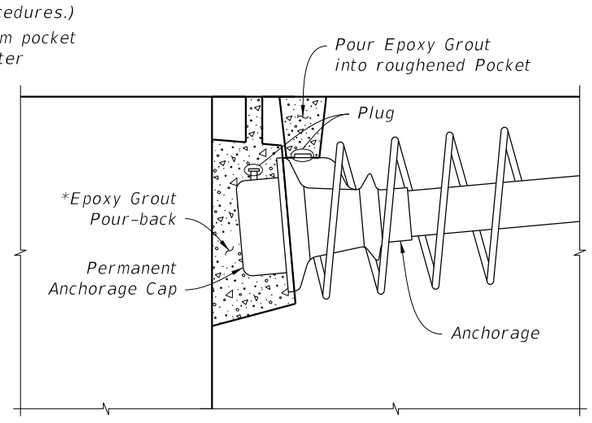
PROCEDURE:

1. After filler injection is completed, Remove Pocket Forming Material and Rigid Filler Pipe.
2. Inspect Tendon for voids as necessary.
3. Vacuum inject as required. If grout is used, allow grout to cure. If flexible filler is used, replace filler displaced by inspection. Remove pipe used for vacuum injecting.
4. Clean threads and rethread as required.
5. Install Threaded Plug into Outlet to form a tight fit.
6. Clean and roughen sides of pocket.
7. Fill Pocket with Epoxy Grout.

FILLER OUTLET DETAIL AT HORIZONTAL SURFACES



3 INSPECTION



4 PROTECTION

TOP INSPECTED ANCHORAGE WITH FILLER INLET INSTALLATION, FILLER INJECTION, INSPECTION & PROTECTION

NOTES:

1. Holes used for the Inspection and Filler Inlets/Outlets may be formed using tapered pipes or mandrels.
2. Where a vacuum system is connected to an anchorage, connect both the anchorage outlet and the cap outlet to the vacuum system.

* Round ◯ Pocket Former – Gravity fed placement of epoxy grout acceptable
Modified Square ⬠ Pocket Former – Gravity fed placement of epoxy grout acceptable
Square ☐ Pocket Former – Vacuum epoxy grouting required

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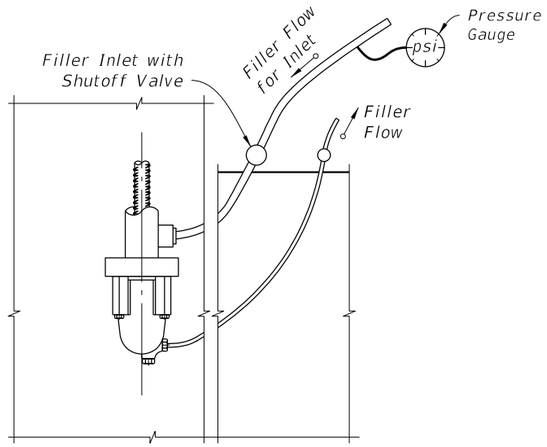
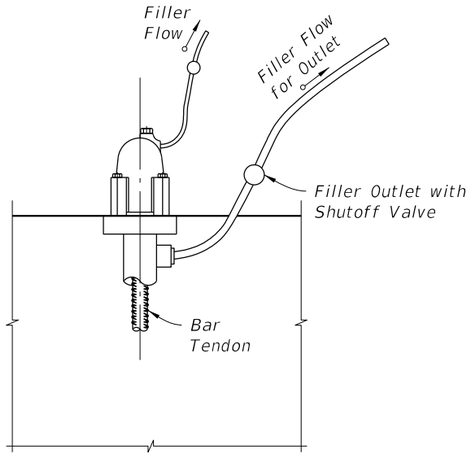
11/01/18			FDOT	FY 2020-21 STANDARD PLANS	POST-TENSIONING ANCHORAGE AND TENDON FILLING DETAILS	INDEX 462-003 / SHEET 1 of 2



INLET END

(EMBEDDED ANCHORAGE SHOWN; ANCHORAGE AT CONCRETE SURFACE SIMILAR)

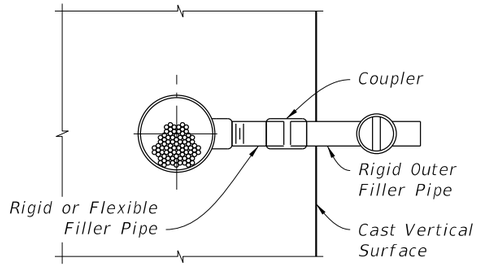


NOTES:
1. Anchor or Nut to allow for flow of Filler into Cap.
2. Where a vacuum system is connected to an anchorage, connect both the anchorage outlet and the cap outlet to the vacuum system.

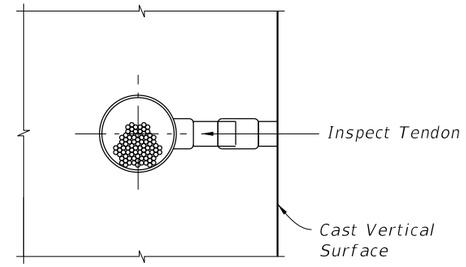
OUTLET END

FILLER INLET AND OUTLET DETAILS FOR BAR TENDONS

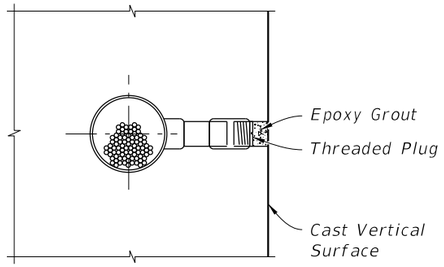
(VERTICALLY ORIENTED TENDON SHOWN; HORIZONTALLY ORIENTED TENDON SIMILAR)



1 FILLER OUTLET CONNECTION TO TENDON



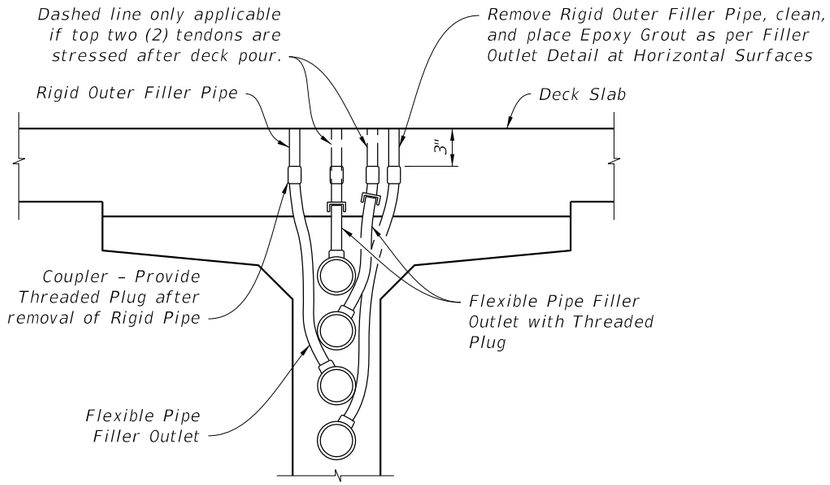
2 POCKET PREPARATION



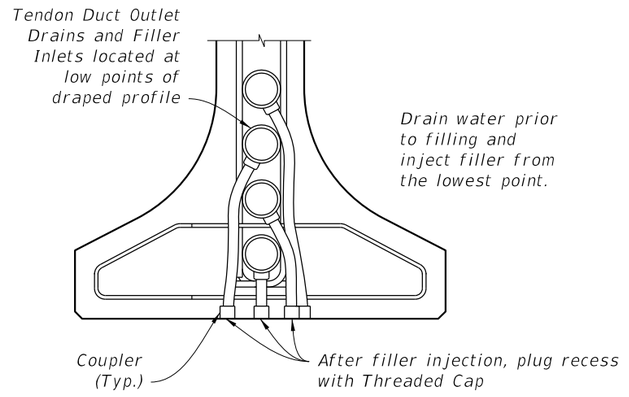
3 FILLING POCKET

PROCEDURE:
1. Remove Rigid Filler Pipe or drill Grout in flexible pipe.
2. Inspect tendon for voids.
3. Vacuum inject as required. If grout is used, allow grout to cure. If flexible filler is used, replace filler displaced by inspection. Remove pipe used for vacuum injecting.
4. Install Threaded Plug into Outlet to form a tight fit.
5. Over-ream hole (¼" Ø over-ream). Clean and roughen sides.
6. Fill pocket with epoxy grout.

FILLER OUTLET DETAIL AT VERTICAL SURFACES



TENDONS AT HIGH POINTS AND
3' FROM HIGH POINTS (FILLER OUTLET)



TENDONS AT LOW POINTS
(FILLER INLET / DRAIN)

FILLER INLET AND OUTLET DETAILS FOR I-GIRDERS

DETAILS FOR C.I.P. BOXES WITH INTERNAL TENDONS SIMILAR. WEB REINFORCING NOT SHOWN FOR CLARITY.

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FDOT FY 2020-21 STANDARD PLANS	POST-TENSIONING ANCHORAGE AND TENDON FILLING DETAILS	462-003	2 of 2

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GENERAL NOTES:

U.S. COAST GUARD NOTIFICATION: Notify the local office of the U.S. Coast Guard at least 30 days prior to beginning of construction of the Fender System.

14" SQUARE PRESTRESSED CONCRETE PILES – Provide 14" Square Prestressed Concrete Piles of sufficient length to achieve a minimum embedment of 20' into soil having a blow count greater than or equal to 6 (N ≥ 6). Pile splices and build-ups are not permitted. Use only 14" Square Prestressed Concrete Piles with 8 – ½" diameter Low Relaxation Strands fabricated in accordance with Index 455-014.

PLASTIC LUMBER AND STRUCTURAL COMPOSITE LUMBER WALES: Provide only Plastic Lumber (Thermoplastic Structural Shapes) and Structural Composite Lumber (Reinforced Thermoplastic Structural Shapes) Wales in accordance with Specification Section 973. Wales shall be continuous and spliced only at locations shown on the plans.

PLASTIC LUMBER DECKING FOR CATWALKS: Provide Plastic Lumber decking for catwalks when called for in the Plans in accordance with Specification Section 973.

Install Plastic Lumber Decking according to manufacturer's recommendations using stainless steel #10 x 3" (minimum) deck screws.

FIBERGLASS OPEN GRATING FOR CATWALKS: Provide Fiberglass Open Grating for catwalks when called for in the Plans. Fiberglass Open Grating shall be a heavy duty design suitable for exterior installations. Maximum gap opening on the walkway surface shall be 1½". Design live loads and deflections shall be a 50 psf uniformly distributed load with a maximum deflection of ⅜" or L/120 at the center of a simple span and a concentrated load of 250 pounds with a maximum deflection of ¼" at the center of a simple span. Color of Fiberglass Open Grating shall be gray or black.

Install Fiberglass Open Grating according to manufacturer's recommendations using stainless steel hardware, screws, bolts, nuts and washers. Attach Fiberglass Open Grating to Wales and Deck Supports at a 2'-0" maximum spacing so as to resist pedestrian live loads and uplift forces from wind, buoyancy and wave action.

CLEARANCE GAUGE AND LIGHT: Clearance Gauge to be furnished and installed by the Contractor. Clearance Gauge width and numeral height is dependant on visibility distance. The required visibility distance shall be determined by the United States Coast Guard District Commander. Provide and install Clearance Gauge Light in accordance with Specification Section 510 and Index 510-001.

NAVIGATION LIGHTS: Provide and install Navigation Lights in accordance with Specification Section 510, Index 510-001 and/or project specific details. Provide and maintain Temporary Navigation Lights during construction until permanent Navigation Lights are operational.

BOLTS, THREADED BARS, NUTS, SCREWS AND WASHERS: Furnish stainless steel Bolts in accordance with ASTM F593 Type 316. Furnish stainless steel Threaded Bars in accordance with ASTM A193 Grade B8M. Furnish stainless steel Nuts in accordance with ASTM F594 Type 316. Furnish stainless steel Screws in accordance with ASTM F593 Type 305. Furnish stainless steel Washers compatible with Bolts, Threaded Rods and Nuts under heads and nuts. Torque Nuts on 1" diameter Bolts and Threaded Bars to 150 lb-ft. Keep threads on Bolts, Threaded Bars and Nuts free from dirt, coarse grime and sand to prevent galling and seizing during tightening.

SPLICE PLATES: Furnish Splice Plates in accordance with ASTM A240 Type 316.

WIRE ROPE: Provide wire rope meeting one of the following requirements:

1. ½" diameter 6x19, 6x25 or 6x37 class IWRC Type 316 stainless steel wire rope with a minimum breaking strength of 18,000 lbs.

2. ½" diameter 6x19 galvanized wire rope with ultraviolet ray resistant polypropylene impregnation having an outside diameter of 5/8" with a minimum breaking strength of 22,000 lbs. Protect all ends with heat shrinkable end caps compatible with the rope's polypropylene that provide an effective water-tight seal.

FENDER SYSTEM ENERGY CAPACITY:
Energy Capacity = 38 ft-k

GENERAL NOTES

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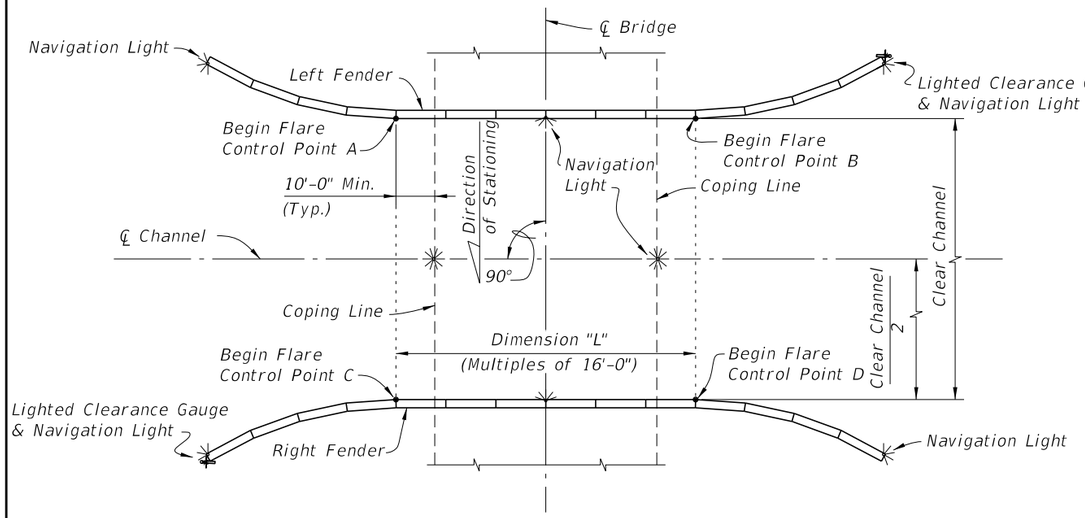
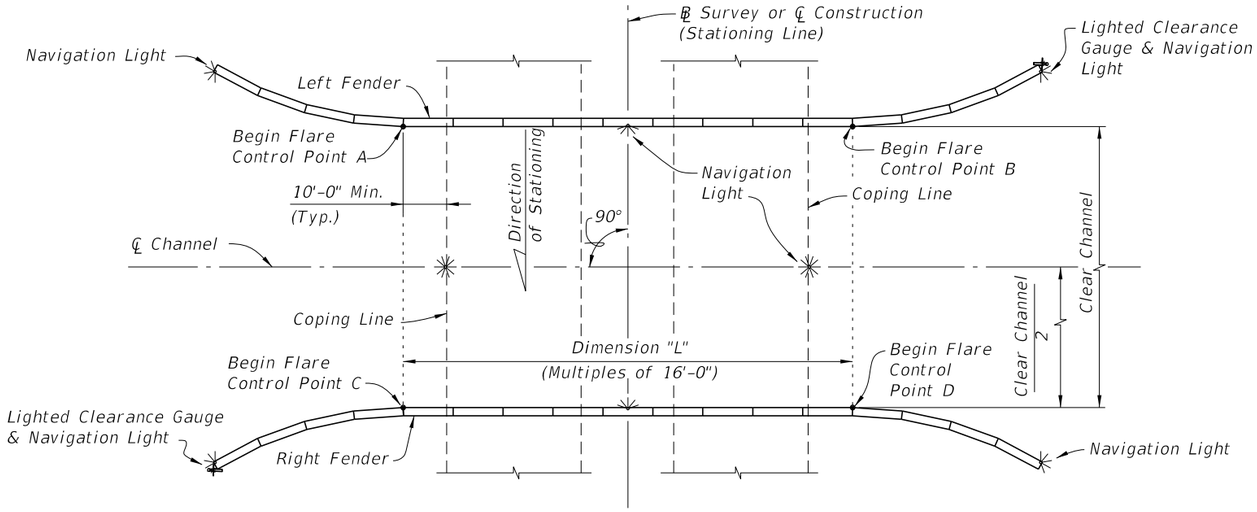
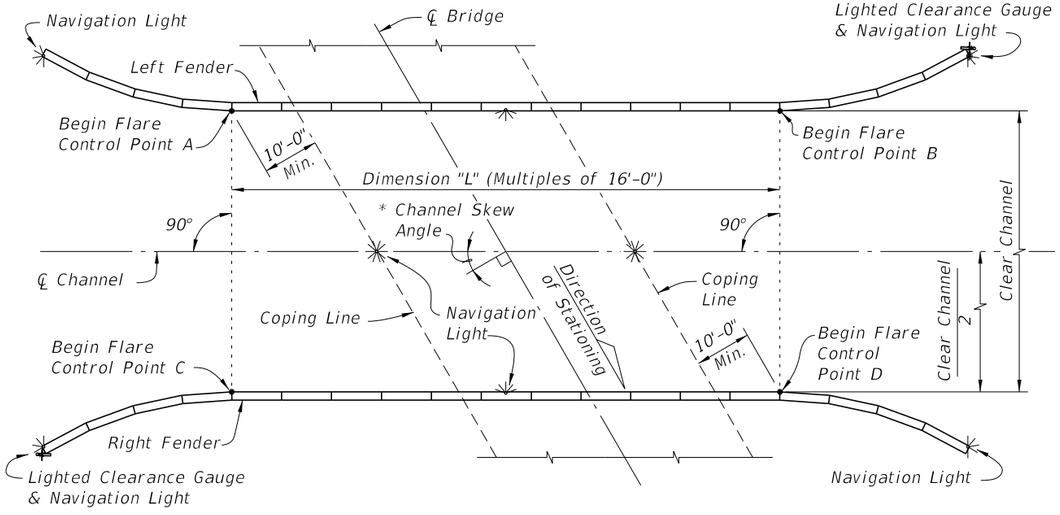
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/14			FY 2020-21 STANDARD PLANS	FENDER SYSTEM - PRESTRESSED CONCRETE PILES & FRP WALES	471-030	1 of 7



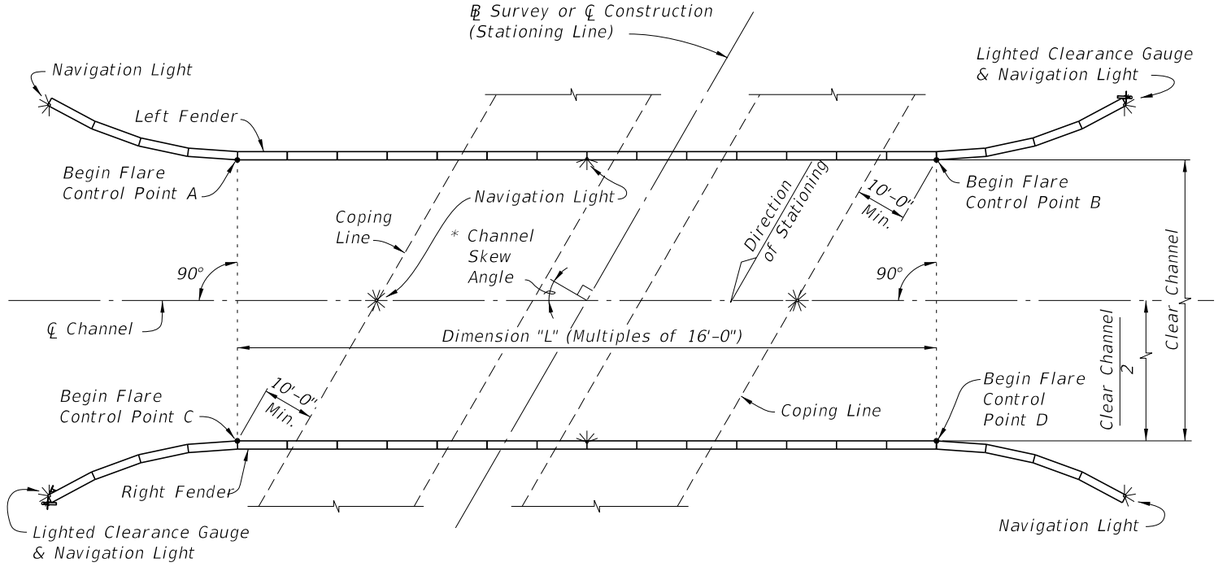
SCHEMATIC OF FENDER SYSTEM SHOWING TREATMENT OF SINGLE FIXED BRIDGE WITH NONSKEWED CHANNEL



SCHEMATIC OF FENDER SYSTEM SHOWING TREATMENT OF DUAL FIXED BRIDGES WITH NONSKEWED CHANNEL (PARALLEL DUAL FIXED BRIDGES SHOWN, NONPARALLEL DUAL FIXED BRIDGES SIMILAR)



SCHEMATIC OF FENDER SYSTEM SHOWING TREATMENT OF SINGLE FIXED BRIDGE WITH SKEWED CHANNEL



SCHEMATIC OF FENDER SYSTEM SHOWING TREATMENT OF DUAL FIXED BRIDGES WITH SKEWED CHANNEL (PARALLEL DUAL FIXED BRIDGES SHOWN, NONPARALLEL DUAL FIXED BRIDGES SIMILAR)

* See Structures Plans, Plan and Elevation and Foundation Layout Sheets for magnitude and orientation of Channel Skew Angle.

CROSS REFERENCES:
For Stations and Offsets of referenced Control Points A, B, C and D, Dimension "L" and Clear Channel Width see Fender System Table of Variables in Structures Plans.
For Navigation Light Details see Design Standards Index 510-001.

LAYOUT GEOMETRY

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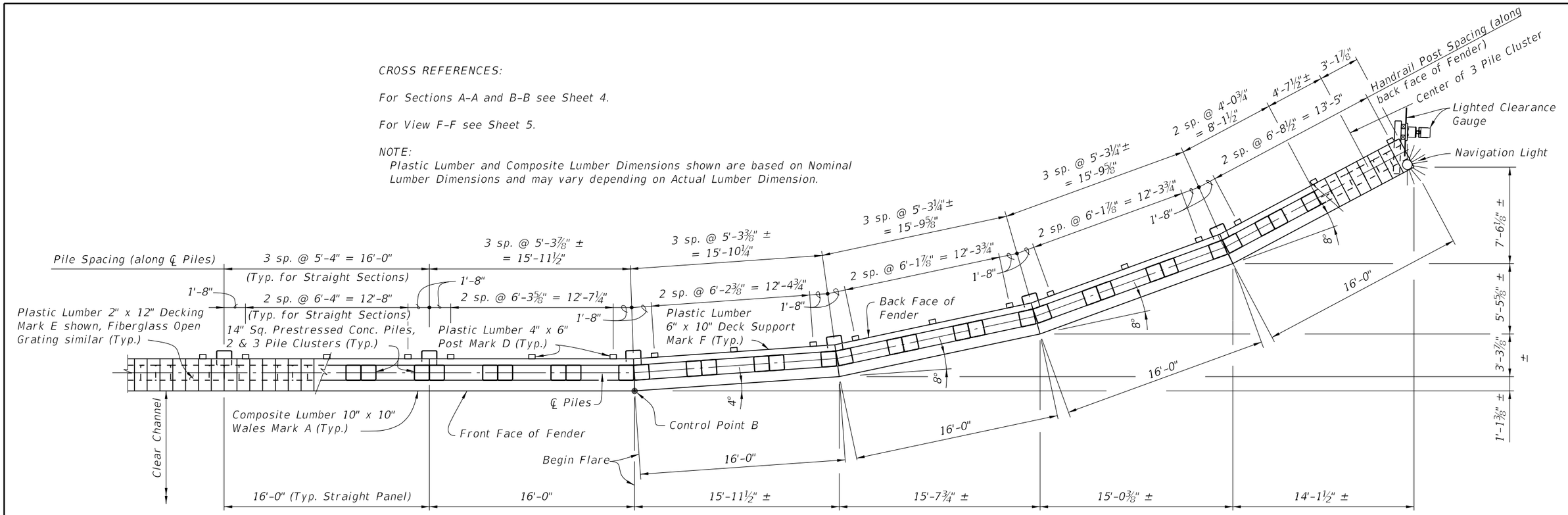
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/11			FY 2020-21 STANDARD PLANS	FENDER SYSTEM - PRESTRESSED CONCRETE PILES & FRP WALES	471-030	2 of 7

CROSS REFERENCES:

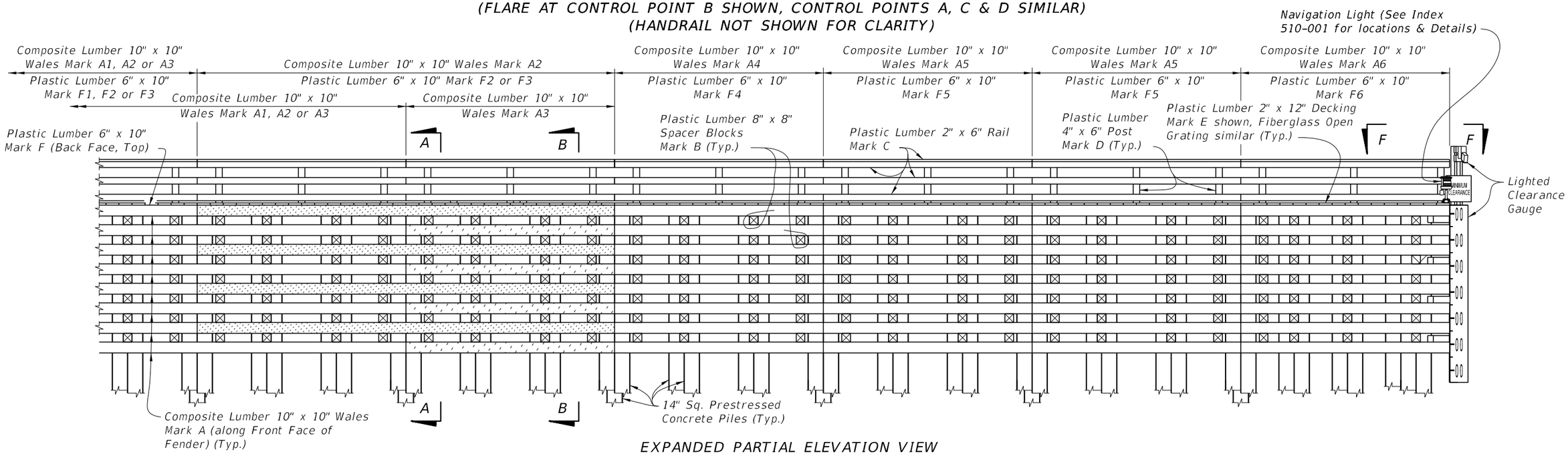
For Sections A–A and B–B see Sheet 4.

For View F–F see Sheet 5.

NOTE:
Plastic Lumber and Composite Lumber Dimensions shown are based on Nominal Lumber Dimensions and may vary depending on Actual Lumber Dimension.



PARTIAL PLAN VIEW (TYPICAL FLARE)
(FLARE AT CONTROL POINT B SHOWN, CONTROL POINTS A, C & D SIMILAR)
(HANDRAIL NOT SHOWN FOR CLARITY)



EXPANDED PARTIAL ELEVATION VIEW

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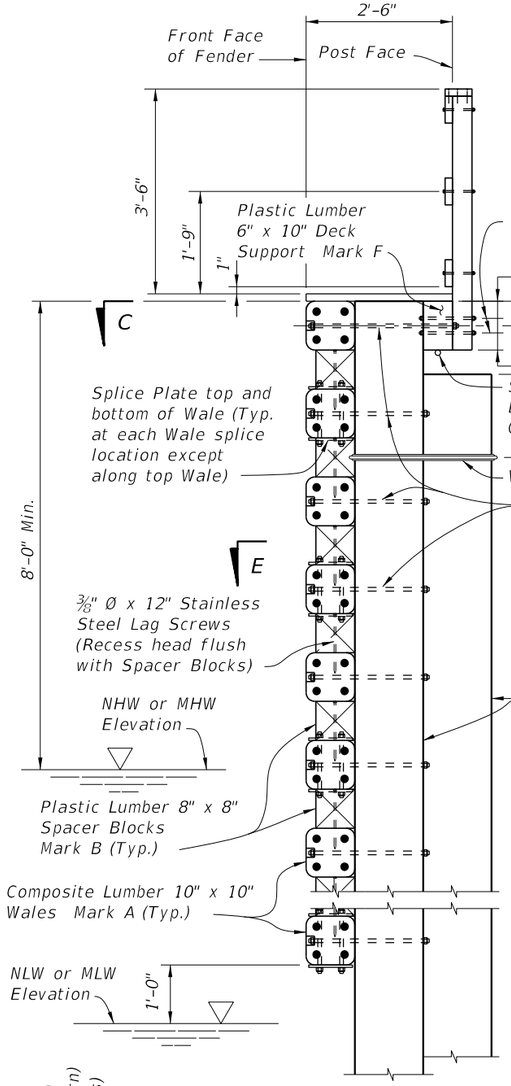
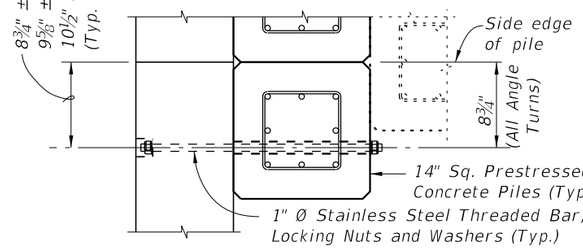
11/18/2019

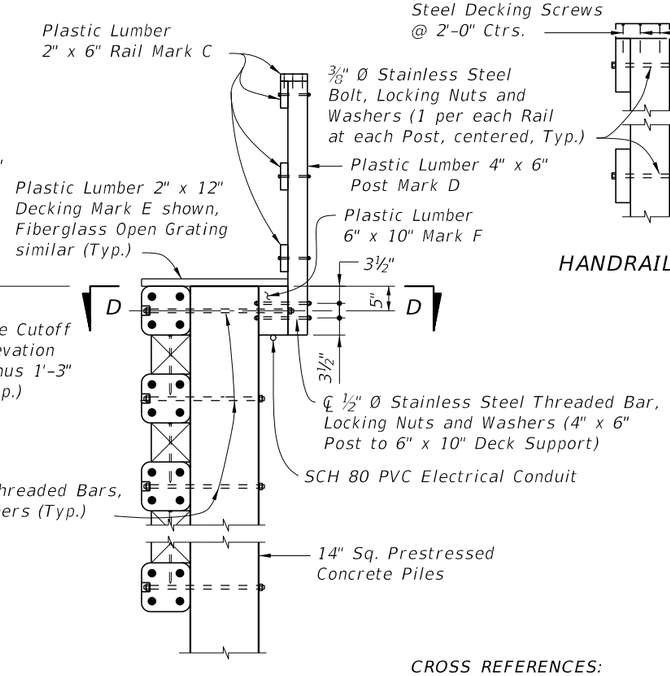
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	FENDER SYSTEM - PRESTRESSED CONCRETE PILES & FRP WALES	INDEX	SHEET
01/11/17						471-030	3 of 7



SECTION A-A



DETAIL "B" (SHOWING THREADED BAR LOCATION/RELATIONSHIP TO PILE PRESTRESSING STRANDS)

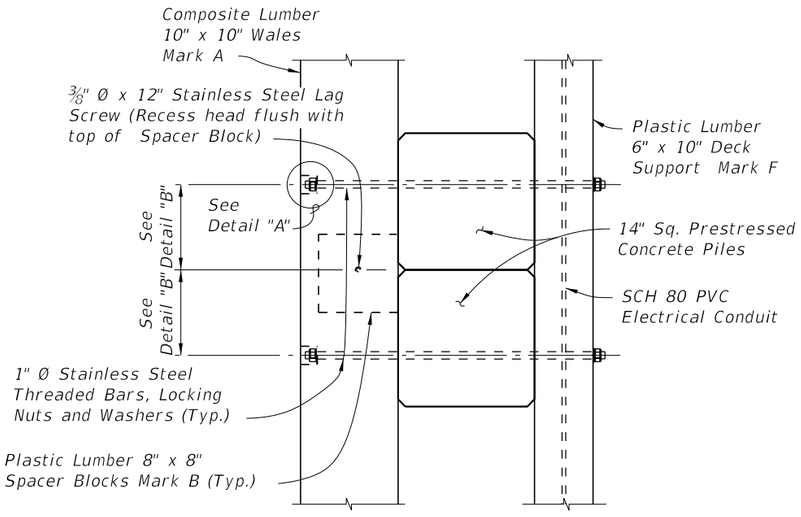


SECTION B-B

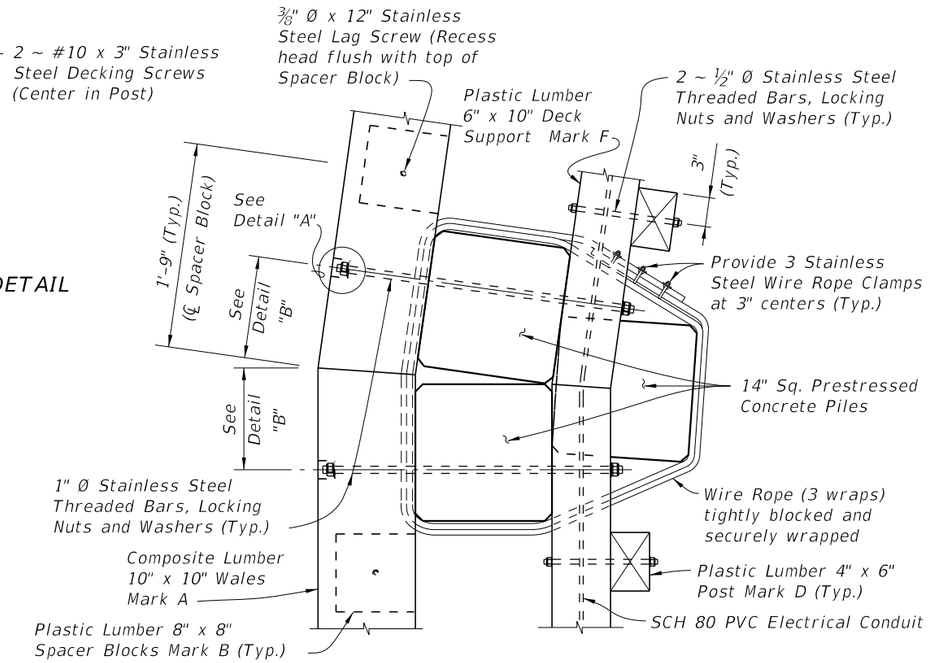
HANDRAIL DETAIL

CROSS REFERENCES:
For location of Sections A-A and B-B see Sheet 3.

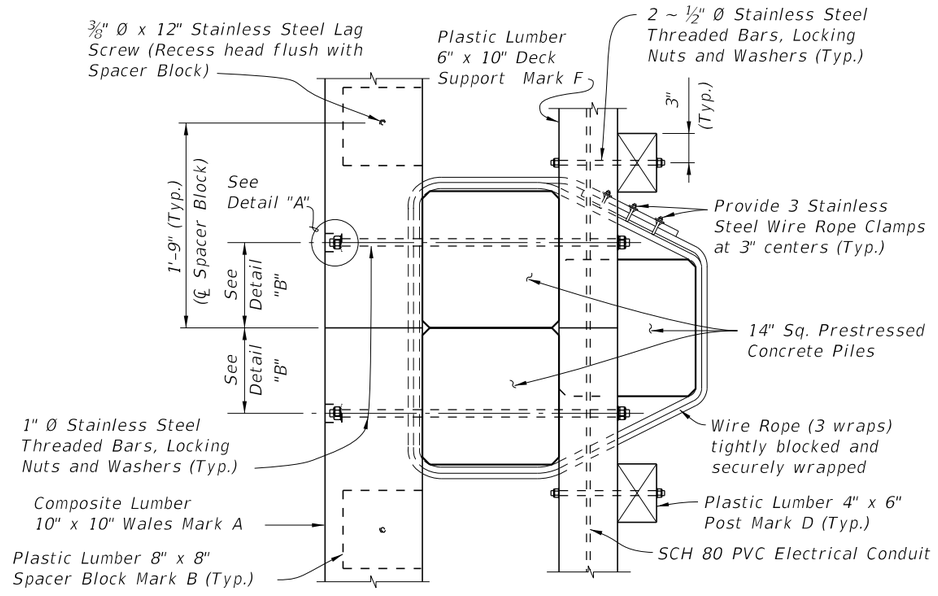
For Section E-E and Detail "A" see Sheet 5.



SECTION D-D
TYPICAL AT INTERMEDIATE PILES



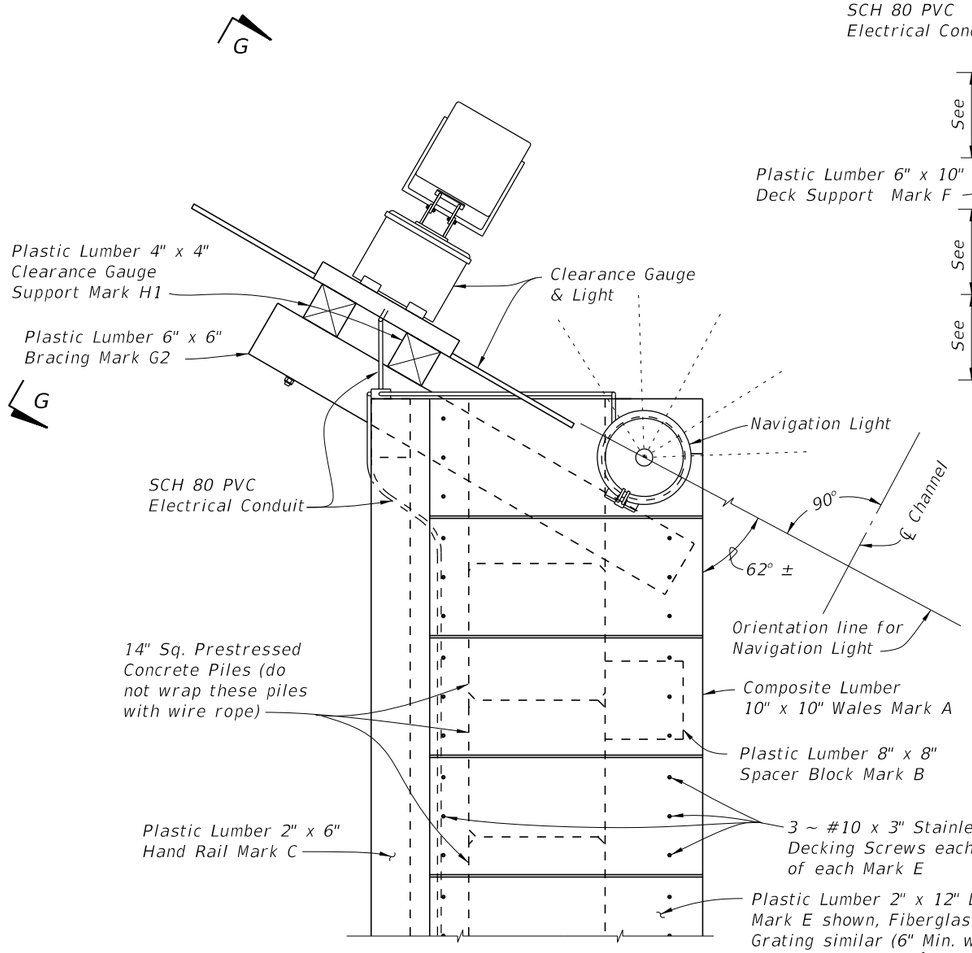
SECTION C-C
TYPICAL FLARED SECTION
(8° TURN SHOWN, 4° TURN SIMILAR)



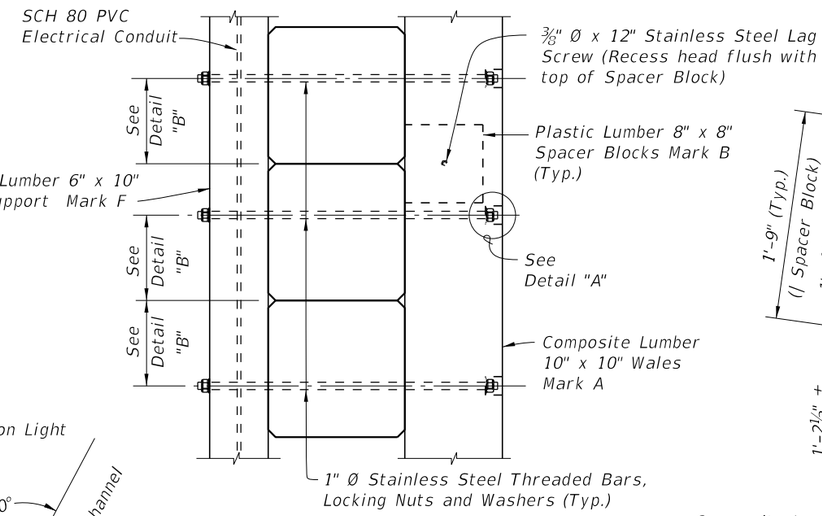
SECTION C-C
TYPICAL STRAIGHT SECTION

11/18/2019 4:08:46 PM

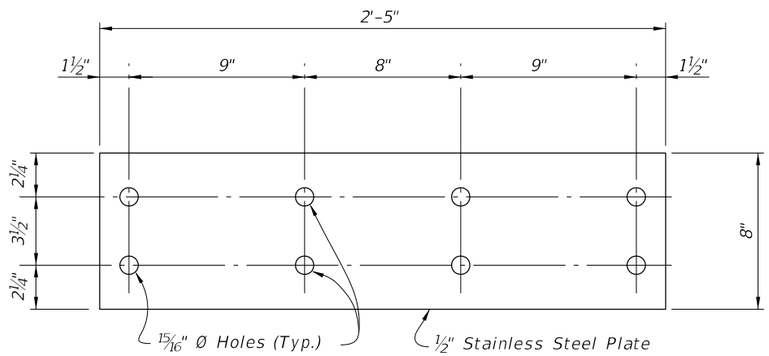
LAST REVISION	REVISION	DESCRIPTION:				
01/01/12			FY 2020-21 STANDARD PLANS	FENDER SYSTEM - PRESTRESSED CONCRETE PILES & FRP WALES	INDEX 471-030	SHEET 4 of 7



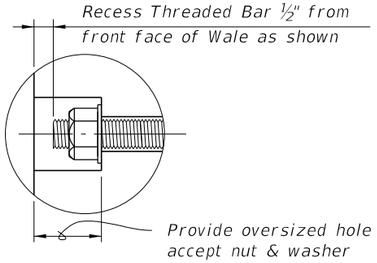
VIEW F-F
(SHOWING FENDER END WITH CLEARANCE GAUGE)



PARTIAL VIEW F-F
(SHOWING FENDER END; DECKING
AND HANDRAIL NOT SHOWN
FOR CLARITY)



SPLICE PLATE DETAIL



DETAIL "A"

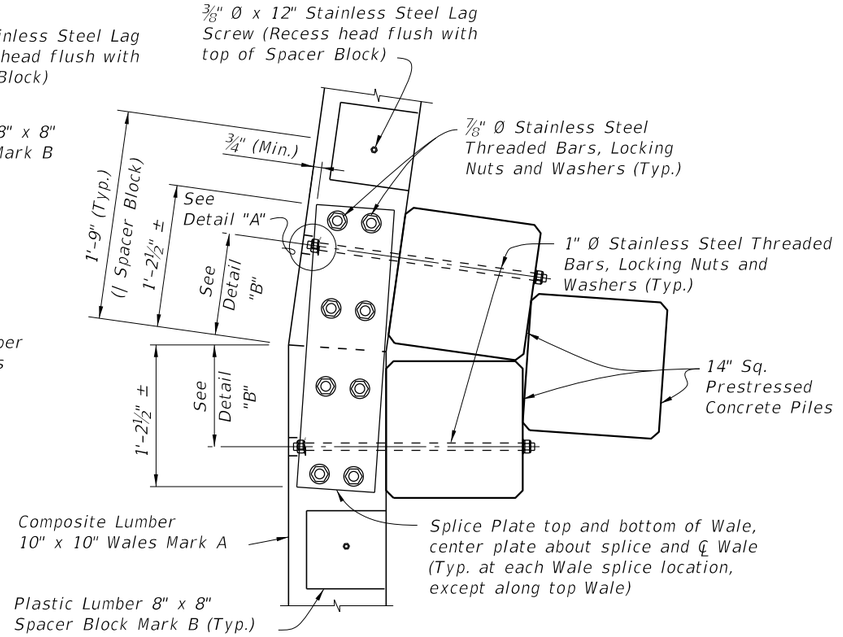
CROSS REFERENCES:

For Navigation Lights and SCH 80 PVC Electrical Conduit Details see Index 510-001.

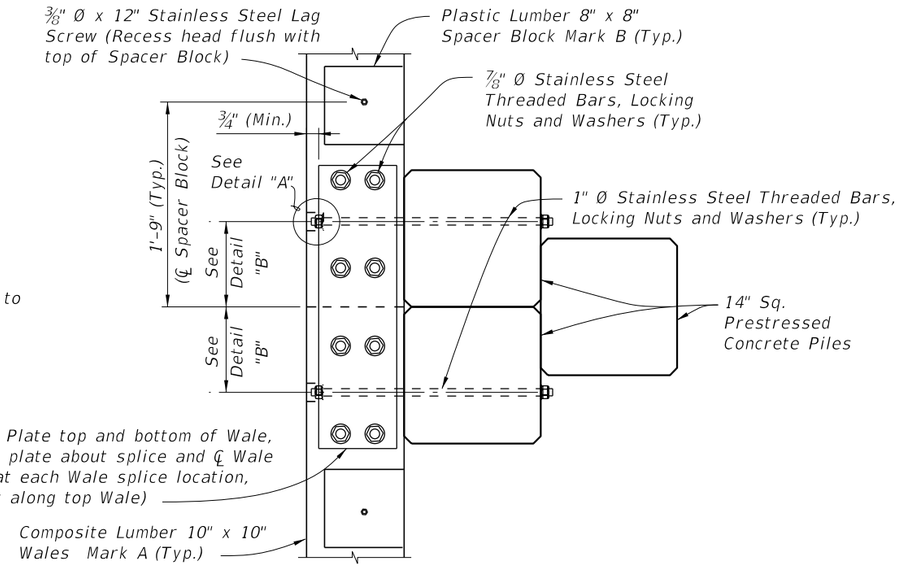
For View G-G and Clearance Gauge Details see Sheet 4.

For Detail "B" and location of Section E-E see Sheet 2.

For location of View F-F see Sheet 1.



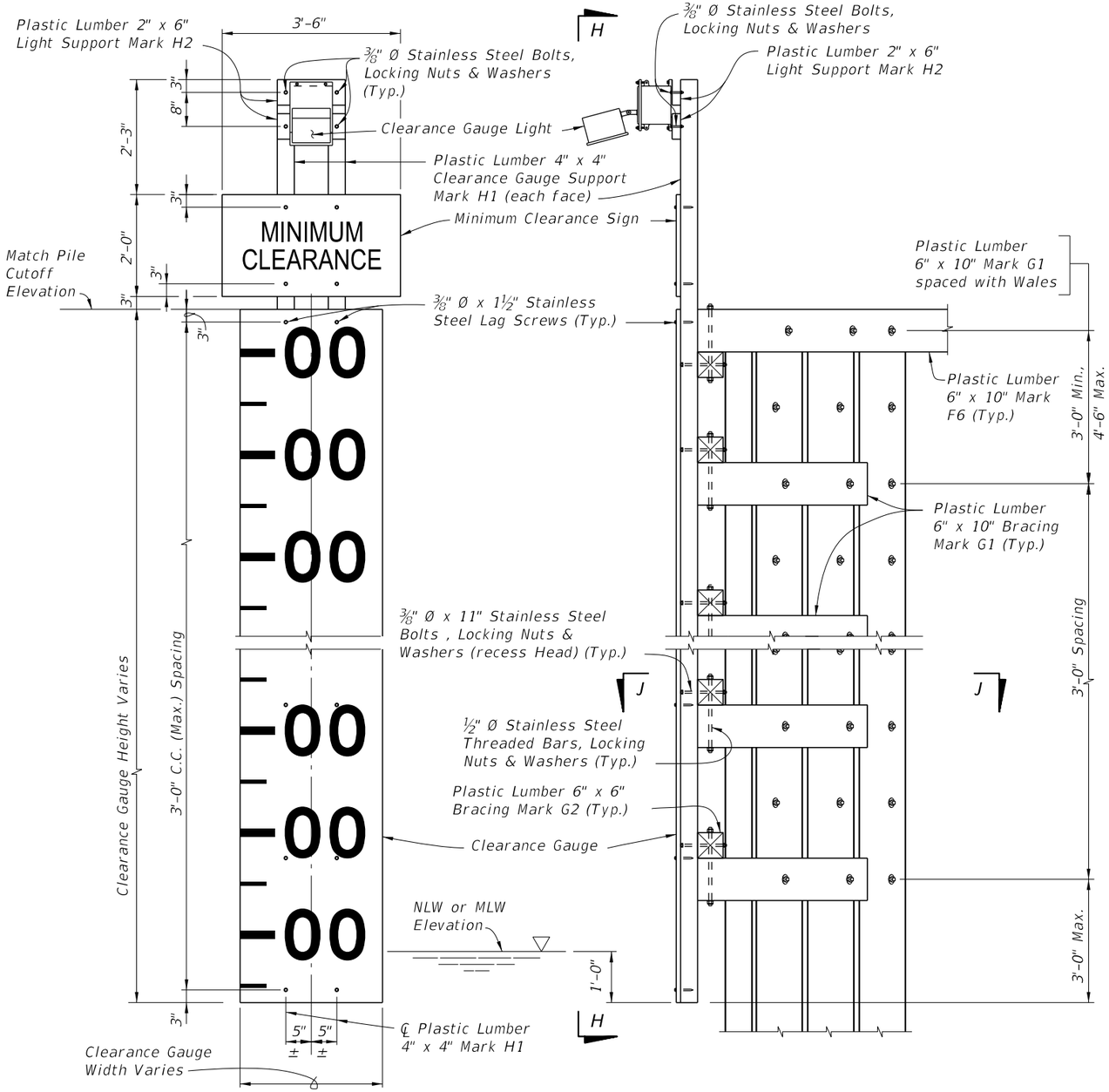
SECTION E-E
TYPICAL FLARED SECTION
(8° TURN SHOWN, 4° TURN SIMILAR)



SECTION E-E
TYPICAL STRAIGHT SECTION

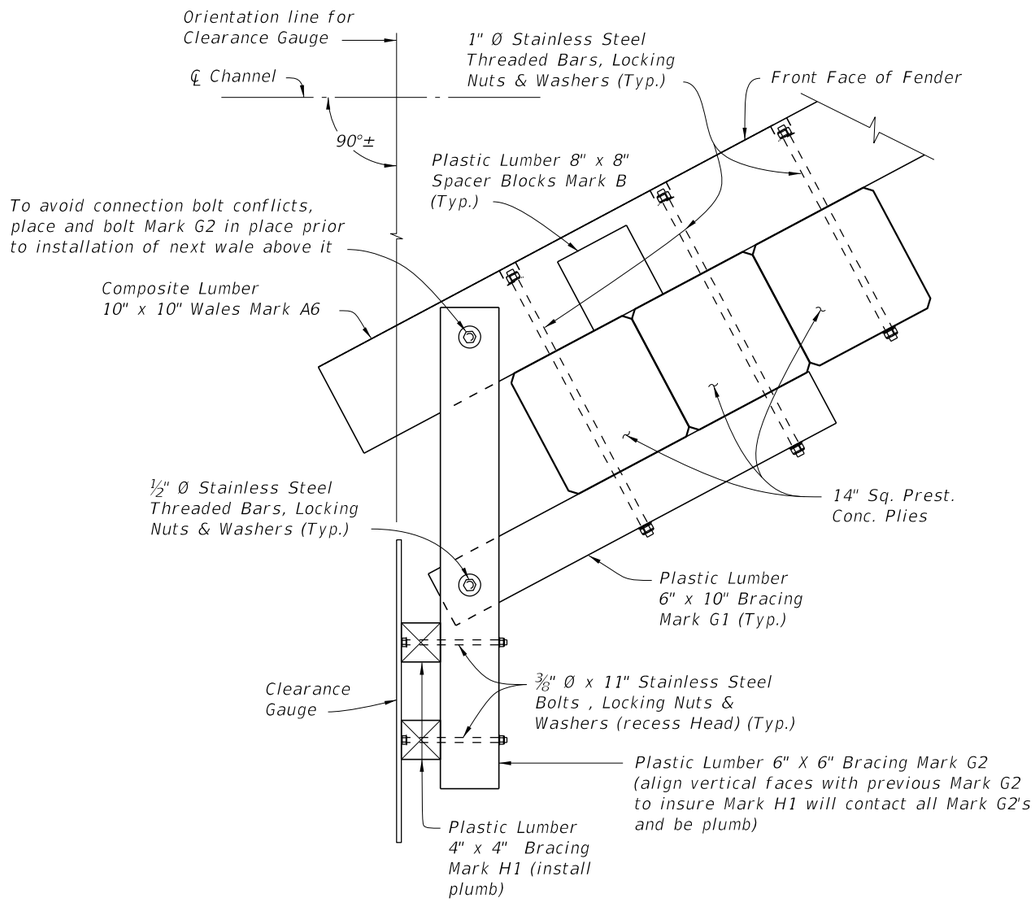
11/18/2019 4:08:47 PM

LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	FENDER SYSTEM - PRESTRESSED CONCRETE PILES & FRP WALES	INDEX	SHEET
07/01/11					471-030	5 of 7



VIEW H-H
(WALES, PILES AND BRACING
NOT SHOWN FOR CLARITY)

VIEW G-G
(WALES, DECKING AND HANDRAIL
NOT SHOWN FOR CLARITY)



SECTION J-J

CROSS REFERENCES:

For Estimated Structural Composite and Plastic Lumber Bill of Materials Quantities and Fender System Table of Variables see Structures Plans.

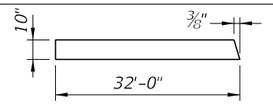
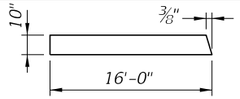
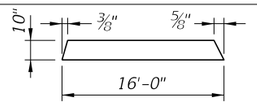
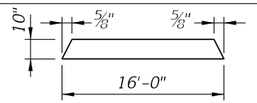
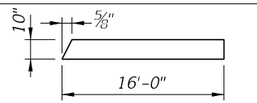
For location of View G-G see Sheet 5.

CLEARANCE GAUGE DETAILS

11/18/2019 4:08:48 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	FENDER SYSTEM - PRESTRESSED CONCRETE PILES & FRP WALES	INDEX	SHEET
01/01/12						471-030	6 of 7

* STRUCTURAL COMPOSITE LUMBER BILL OF MATERIALS

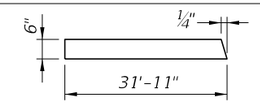
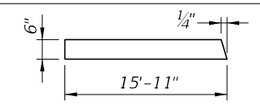
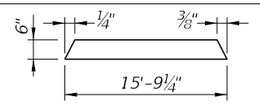
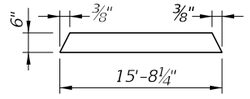
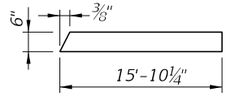
MARK	SIZE (NOMINAL)	DIMENSIONS	BOARD FT. PER EACH	NO. REQD.	QUANTITY
A1	10" X 10" COMPOSITE LUMBER	32'-0" (STRAIGHT)	266.6		
A2	10" X 10" COMPOSITE LUMBER		266.6		
A3	10" X 10" COMPOSITE LUMBER		133.3		
A4	10" X 10" COMPOSITE LUMBER		133.3		
A5	10" X 10" COMPOSITE LUMBER		133.3		
A6	10" X 10" COMPOSITE LUMBER		133.3		

See Estimated Structural Composite and Plastic Lumber Bill of Materials Table in Structures Plans

* All Plastic Lumber and Composite Lumber Dimensions and Quantities shown are based on Nominal Lumber Dimensions and may vary depending on Actual Lumber Dimension.

** Provide Fiberglass Open Grating in lieu of 2" X 12" Plastic Lumber when called for in the Plans. Mounting hardware shall be Stainless Steel, install per Manufacturer's recommendations. See Structures Plans for Notes and Details.

* PLASTIC LUMBER BILL OF MATERIALS

MARK	SIZE (NOMINAL)	DIMENSIONS	BOARD FT. PER EACH	NO. REQD.	QUANTITY
B	8" X 8" PLASTIC LUMBER	8" (STRAIGHT)	3.6		
C	2" X 6" PLASTIC LUMBER	16'-0" (STRAIGHT) (Trim & Miter Ends as required)	16.0		
D	4" X 6" PLASTIC LUMBER	4'-4" (STRAIGHT)	8.7		
** E	2" X 12" PLASTIC LUMBER	2'-6" (STRAIGHT) (Miter as required, 6" Min. width)	5.0		
F1	6" X 10" PLASTIC LUMBER	32'-0" (STRAIGHT)	160.0		
F2	6" X 10" PLASTIC LUMBER		159.6		
F3	6" X 10" PLASTIC LUMBER		79.6		
F4	6" X 10" PLASTIC LUMBER		78.8		
F5	6" X 10" PLASTIC LUMBER		78.4		
F6	6" X 10" PLASTIC LUMBER		79.3		
G1	6" X 10" PLASTIC LUMBER	3'-8" (STRAIGHT)	18.3		
G2	6" X 6" PLASTIC LUMBER	4'-1" (STRAIGHT)	12.3		
H1	4" X 4" PLASTIC LUMBER	PILE CUTOFF ELEV. MINUS NLW OR MLW ELEV. PLUS 5'-6" (STRAIGHT)	1.3 PER LF EACH		
H2	2" X 6" PLASTIC LUMBER	1'-2" (STRAIGHT)	1.2		

See Estimated Structural Composite and Plastic Lumber Bill of Materials Table in Structures Plans

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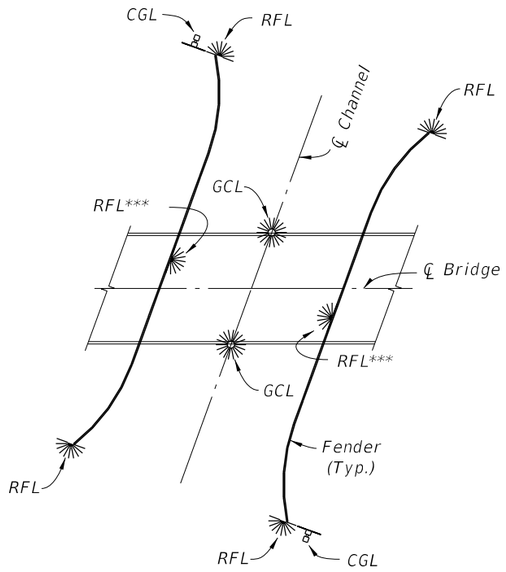
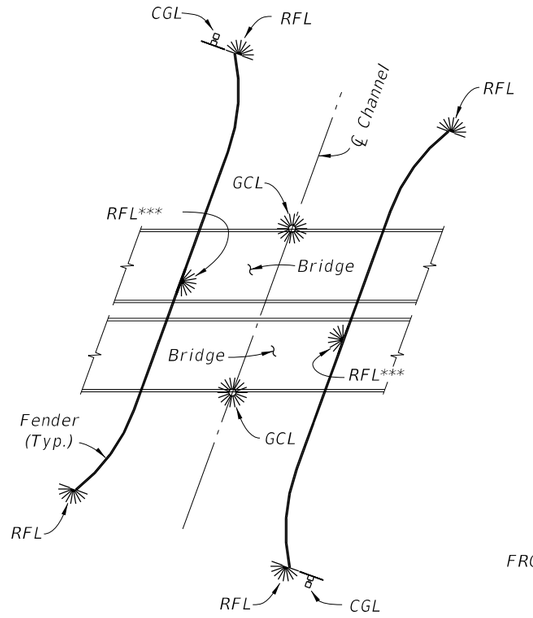


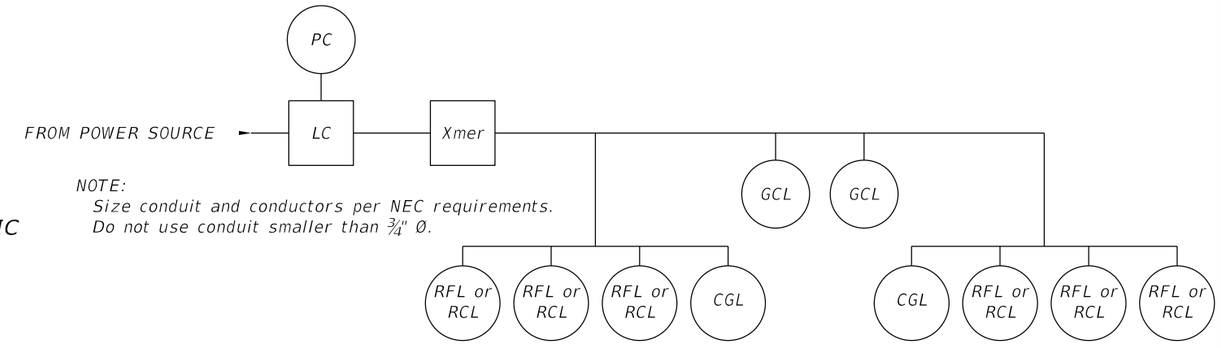
NAVIGATION LIGHT SYSTEM SCHEMATIC
FOR SINGLE BRIDGE WITH FENDERS



NAVIGATION LIGHT SYSTEM SCHEMATIC
FOR DUAL BRIDGES WITH FENDERS

NAVIGATION LIGHT NOTES:

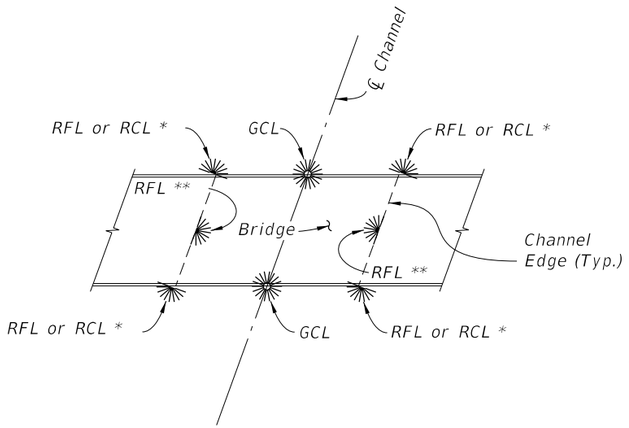
1. *Provide Navigation Light System in compliance with Specifications Section 510.*



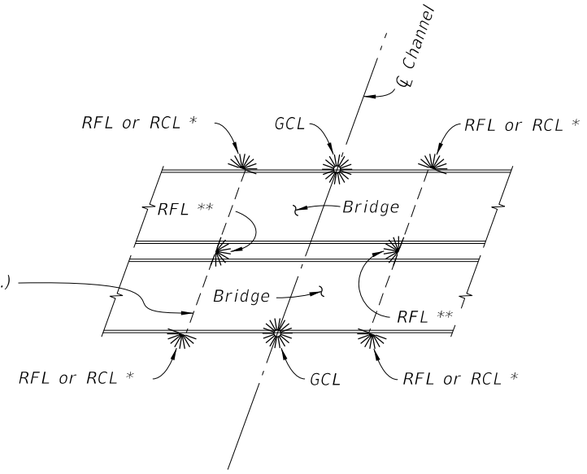
NOTE:
Size conduit and conductors per NEC requirements.
Do not use conduit smaller than ¾" Ø.

TYPICAL ELECTRICAL SCHEMATIC DIAGRAM

POWER CONDUCTORS			
DISTANCE (feet)	VOLTS	CONDUCTOR	TRANSFORMER
0 – 75	120	#12 AWG	N/A
75 – 500	120 or 240	#10 AWG	N/A
500–1000	240	#10 AWG	N/A
1000–2000	480	#10 AWG	2 KVA
2000–5000	480	#8 AWG	2 KVA
5000–10000	480	#6 AWG	2 KVA
over 10000	480	#4 AWG	2 KVA



NAVIGATION LIGHT SYSTEM SCHEMATIC
FOR SINGLE BRIDGE WITHOUT FENDERS



NAVIGATION LIGHT SYSTEM SCHEMATIC
FOR DUAL BRIDGES WITHOUT FENDERS

LEGEND

SYMBOL		DESCRIPTION
	LC	Lighting Contactor
	PC	Photocell Control
	Xmer	Transformer (If Required)
	RFL or RCL	Red Pier/Fender Light (180° visibility)
		Red Channel Margin Light (180° visibility)
	GCL	Green Center Channel Light (360° visibility)
	CGL	Clearance Gauge Light
	CM	Channel Margin or Pier inner surface whichever defines Channel Edge.

* Use RFL when Pier is at Channel Edge and see CFR, Title 33, part 118 for Mounting Height restrictions. Use RCL otherwise.
** Mounted only on the Pier that defines CM, otherwise does not apply.
*** RFL to be located at mid length of straight portion of fender.

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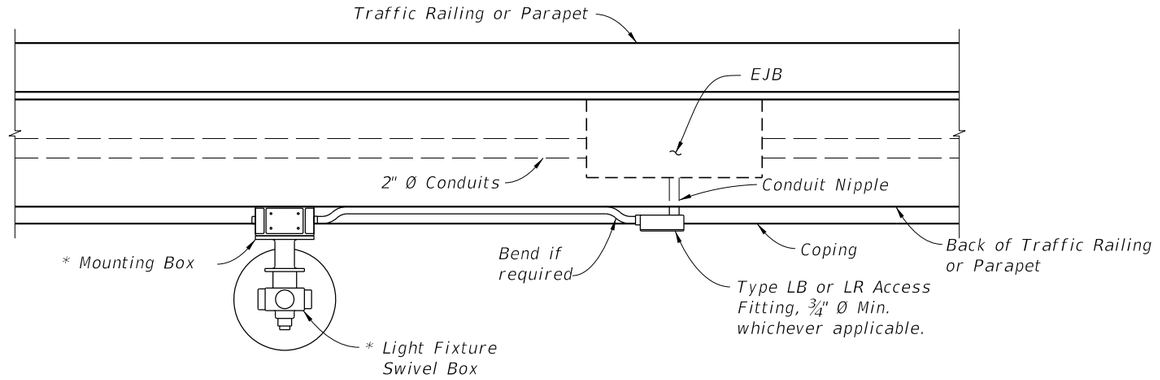
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/17			FDOT	FY 2020-21 STANDARD PLANS	510-001	1 of 2

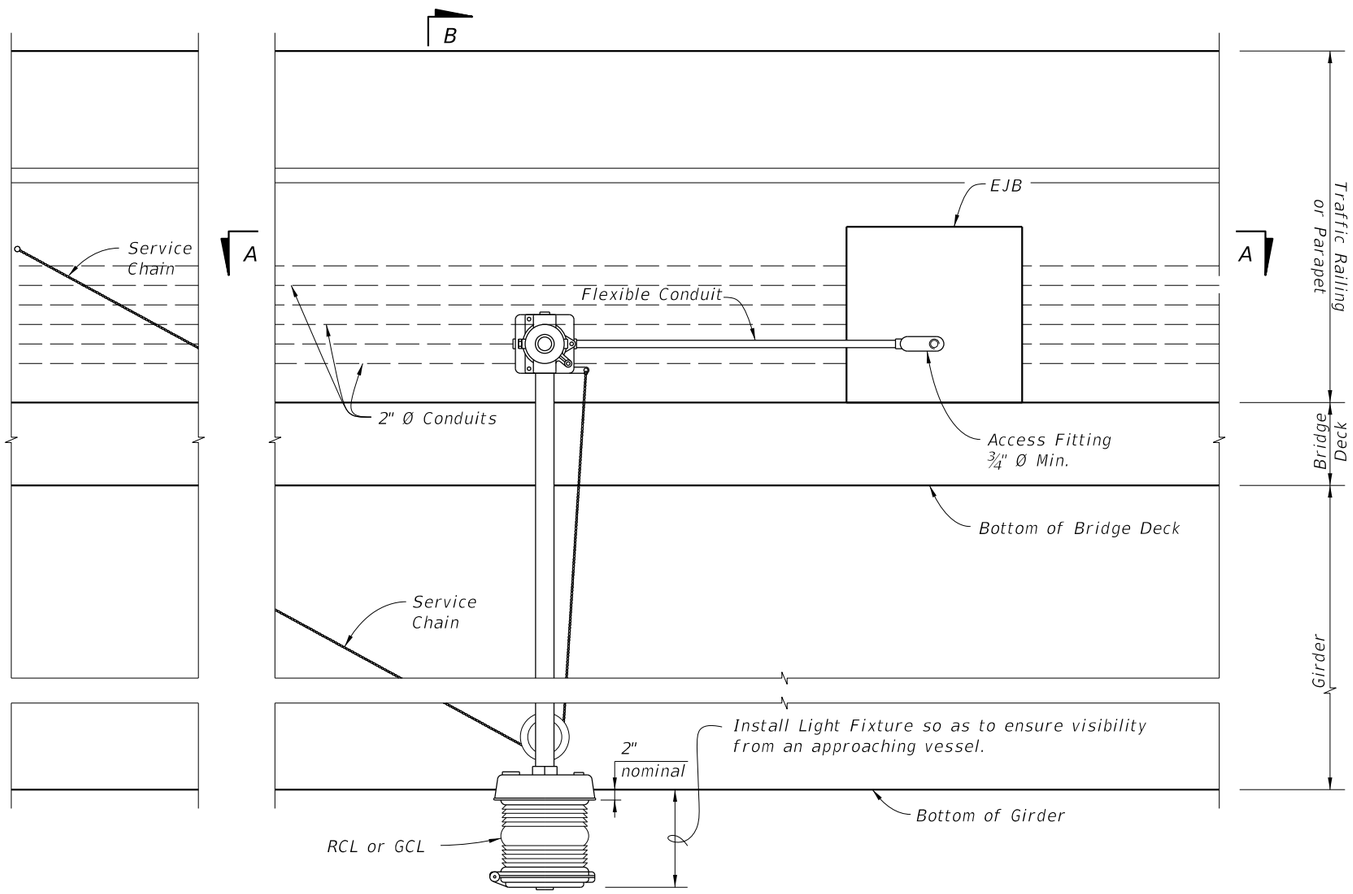
NAVIGATION LIGHT SYSTEM DETAILS (FIXED BRIDGES)

CROSS REFERENCES:
1. For Navigation Light System notes and legend, see Sheet 1.
2. See Utility Conduit Detail sheets for Embedded Junction Box (EJB) dimensions & locations.

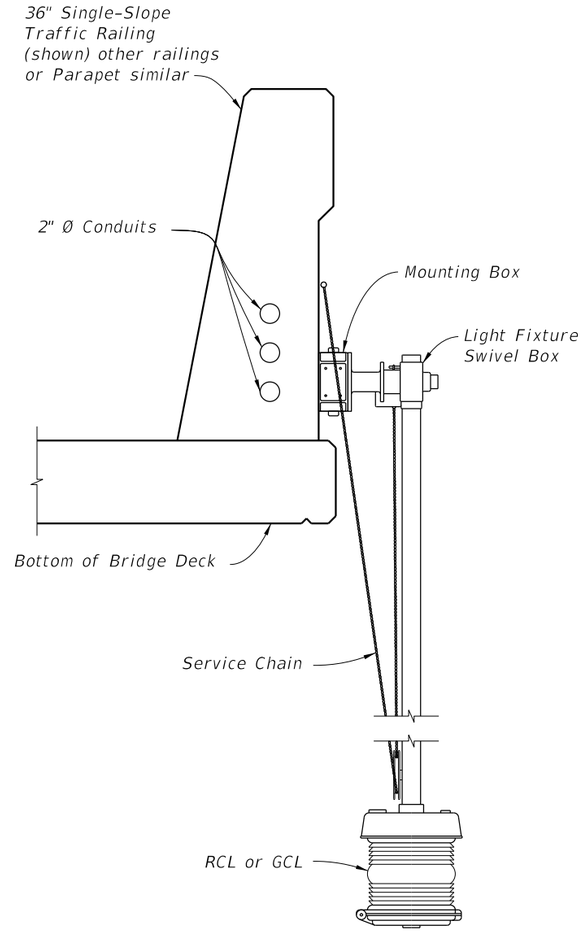
* Supplied by Light Fixture Manufacturer



GCL OR RCL MOUNTING DETAILS (SCHEMATIC)
VIEW A-A



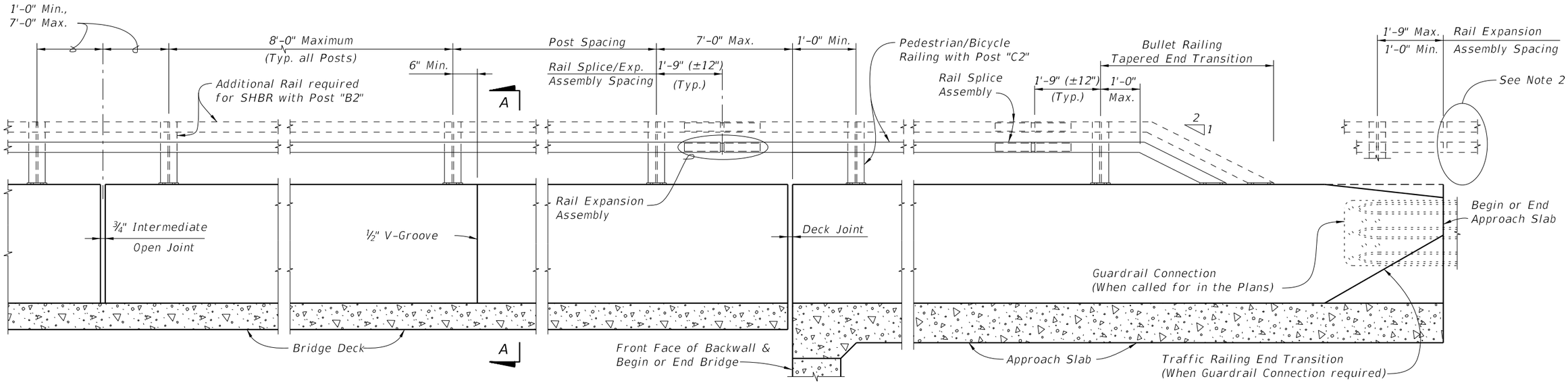
GCL OR RCL MOUNTING DETAILS (SCHEMATIC)
ELEVATION VIEW
(Traffic Railing (36" Single-Slope) shown, other railings similar)



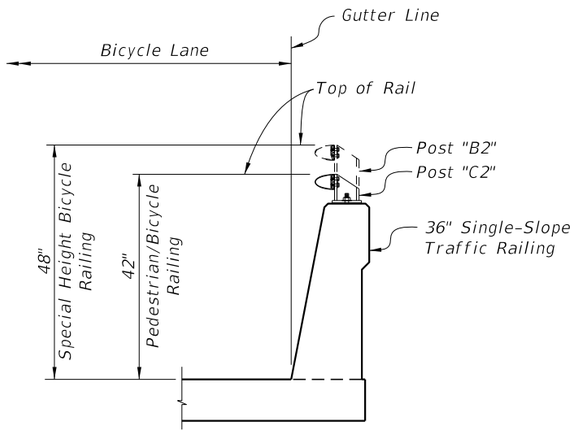
SECTION B-B
TYPICAL POSITION OF RCL OR GCL
RELATIVE TO SUPERSTRUCTURES

11/18/2019 4:08:52 PM

LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	NAVIGATION LIGHT SYSTEM DETAILS (FIXED BRIDGES)	INDEX	SHEET
11/01/17					510-001	2 of 2



ELEVATION OF INSIDE FACE OF TRAFFIC RAILING WITH PEDESTRIAN/BICYCLE BULLET RAILING



SECTION A-A
TYPICAL SECTION THRU BRIDGE DECK
(APPROACH SLAB SIMILAR)

NOTES:

1. A Bullet Railing Tapered-End Transition is required for all approach ends of Bullet Railings on Traffic Railings. When Guardrail Connection is required teminate the Bullet Railing Tapered-End Transition at begining of the Traffic Railing End Transition.

2. Where Bullet Railing continues on retaining wall mounted Traffic Railings or Barriers, provide a Bullet Railing Tapered End Transition at the terminus of the Bullet Railing.

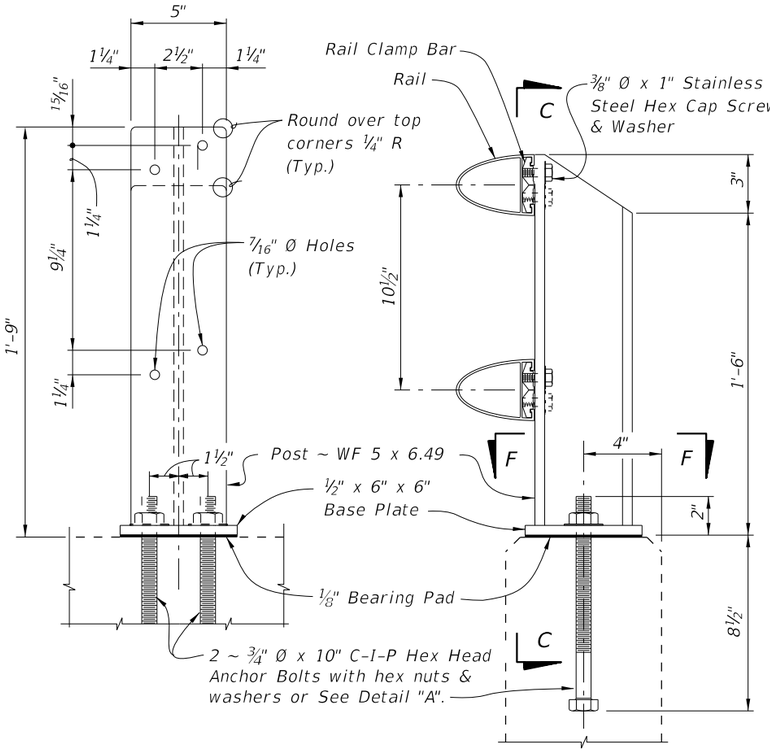
CROSS REFERENCES:

Work in conjunction with Index 515-022.

For Traffic Railing Details, Reinforcement and Notes see Index 521-427.

11/18/2019 4:09:02 PM

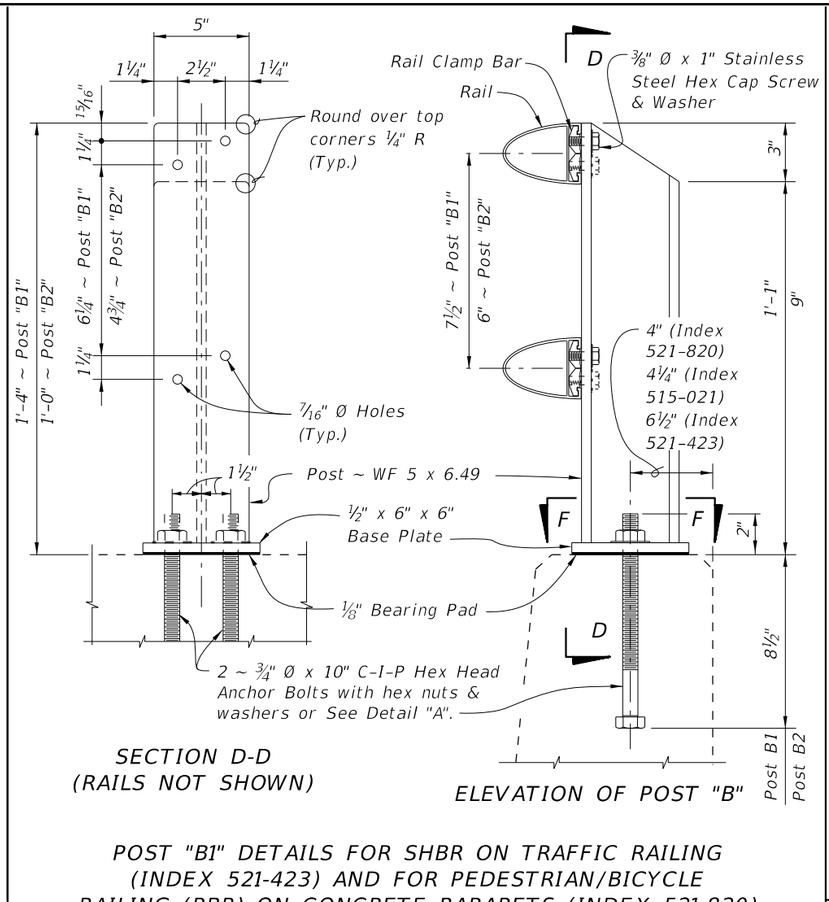
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2020-21 STANDARD PLANS	PEDESTRIAN/BICYCLE BULLET RAILING FOR TRAFFIC RAILING	INDEX 515-021	SHEET 1 of 1



SECTION C-C
(RAILS NOT SHOWN)

ELEVATION
OF POST "D"

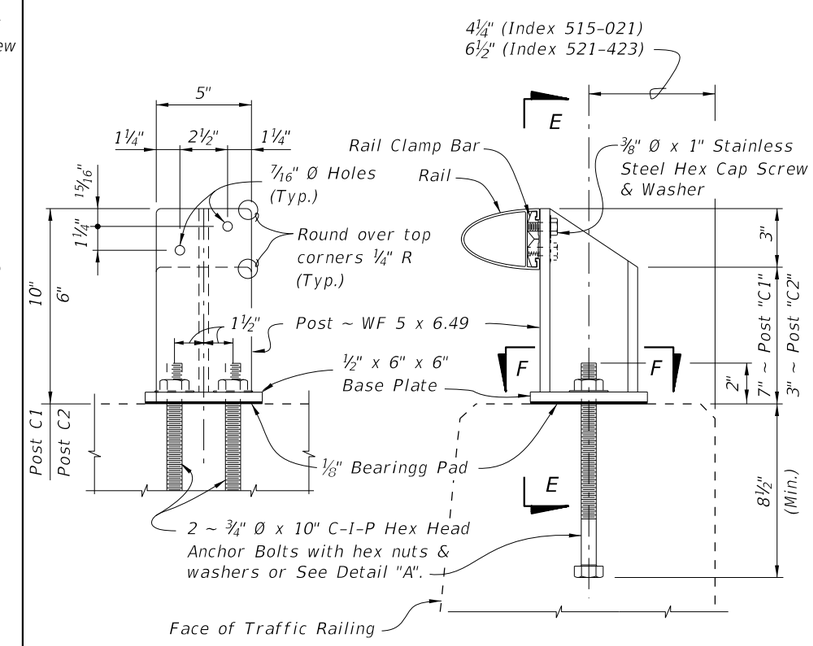
POST "D" DETAILS FOR SPECIAL HEIGHT BICYCLE RAILING (SHBR) ON CONCRETE PARAPET (INDEX 521-820)



SECTION D-D
(RAILS NOT SHOWN)

ELEVATION OF POST "B"

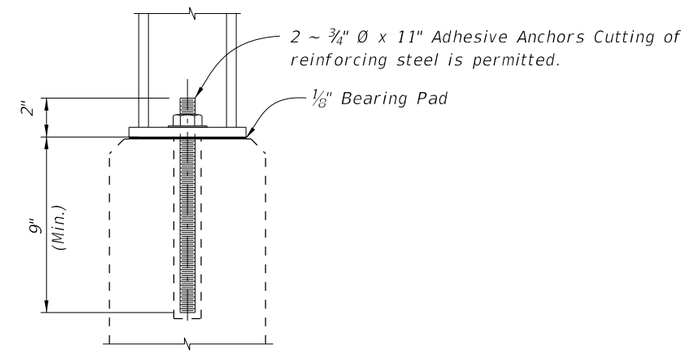
POST "B1" DETAILS FOR SHBR ON TRAFFIC RAILING (INDEX 521-423) AND FOR PEDESTRIAN/BICYCLE RAILING (PBR) ON CONCRETE PARAPETS (INDEX 521-820)
POST "B2" DETAILS FOR SHBR ON TRAFFIC RAILING (INDEX 521-427 AND 515-021)



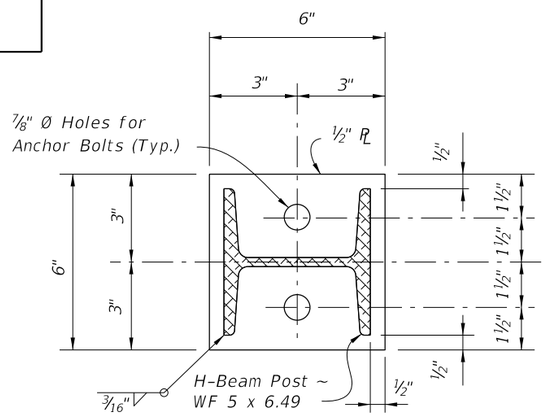
SECTION E-E
(RAIL NOT SHOWN)

ELEVATION
OF POST "C"

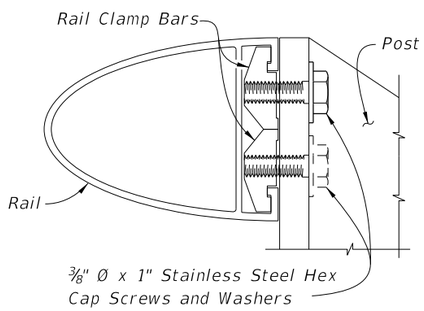
POST "C1" DETAILS FOR PEDESTRIAN/BICYCLE RAILING (PBR) ON TRAFFIC RAILINGS (INDEX 521-423)
POST "C2" DETAILS FOR PBR ON TRAFFIC RAILING (INDEX 521-427 & 515-021)



DETAIL "A"
ALTERNATE ANCHOR BOLT
(Concrete Parapet Shown, Traffic Railings Similar)



SECTION F-F
BASE PLATE DETAIL



RAIL TO POST CONNECTION DETAIL

CROSS REFERENCES:

For post spacing on Concrete Parapets see Index 521-820.

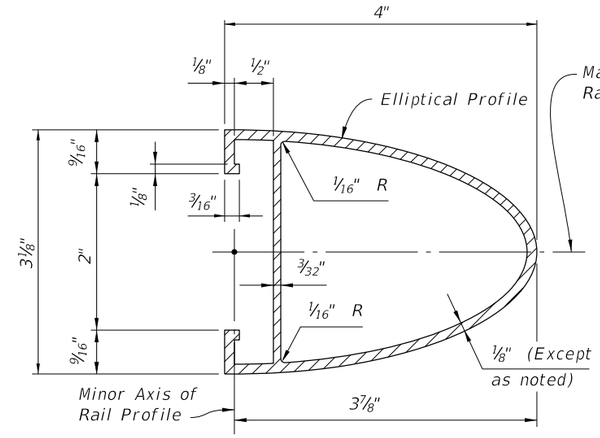
For post spacing on Traffic Railings see Index 515-021.

For Rail Details see Sheet 2.

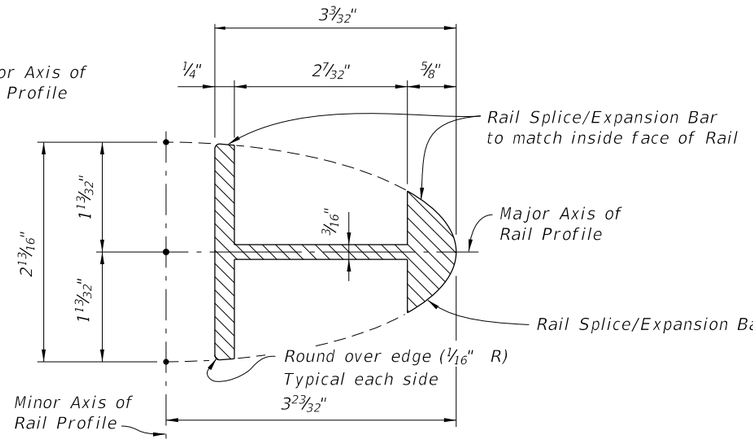
For Railing Notes and Tapered End Transition Details see Sheet 3.

11/18/2019 4:09:02 PM

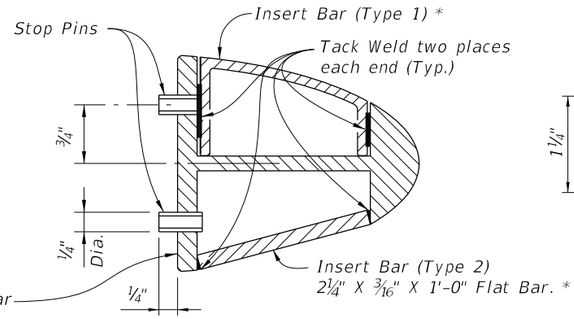
LAST REVISION	REVISION	DESCRIPTION:			
11/01/17			FY 2020-21 STANDARD PLANS	PEDESTRIAN/BICYCLE BULLET RAILING DETAILS	INDEX 515-022 / SHEET 1 of 3



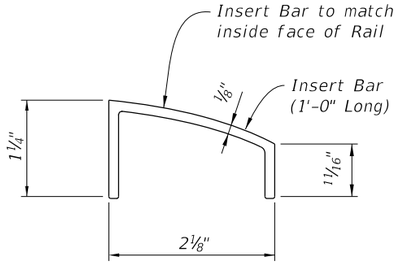
SECTION A-A
TYPICAL SECTION THRU RAIL



SECTION B-B - RAIL SPLICE/EXPANSION BAR
(Rail not shown for clarity)

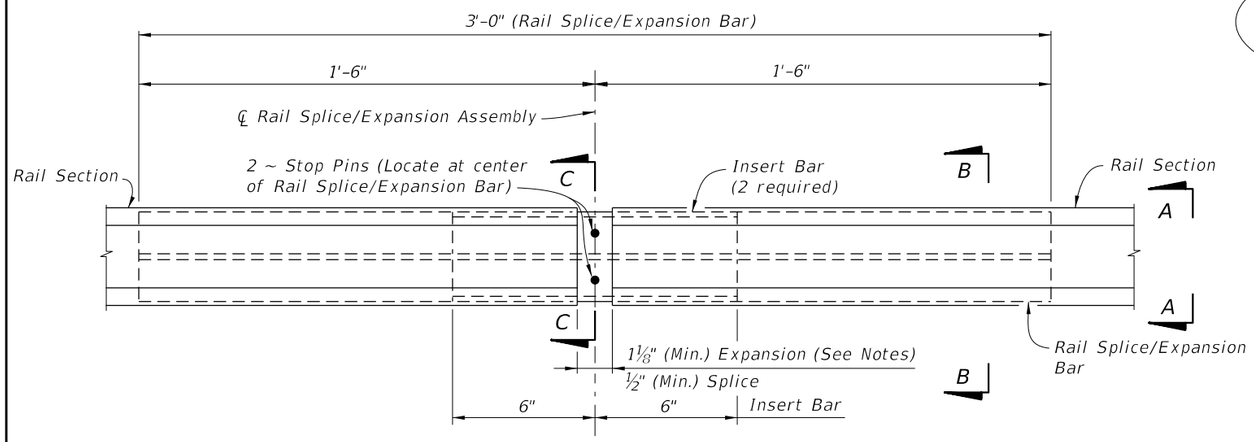


SECTION C-C
RAIL SPLICE/EXPANSION
BAR ASSEMBLY

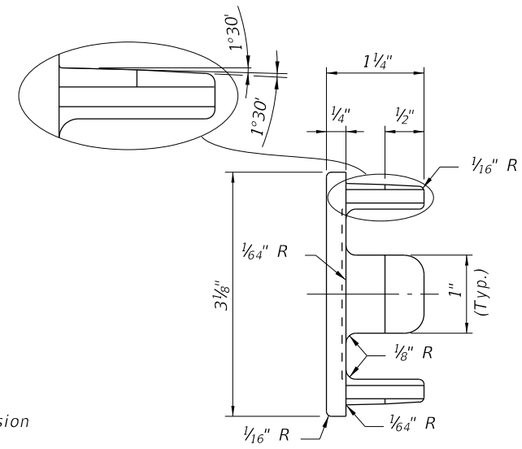


INSERT BAR DETAIL (TYPE 1)

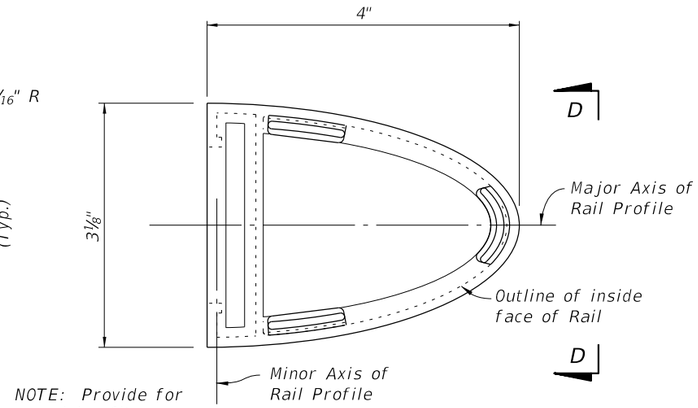
* Use of either Type 1 or Type 2 Insert Bars is at the option of the Contractor.



RAIL SPLICE/EXPANSION ASSEMBLY DETAIL



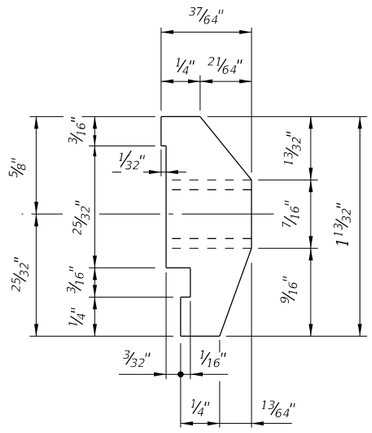
VIEW D-D



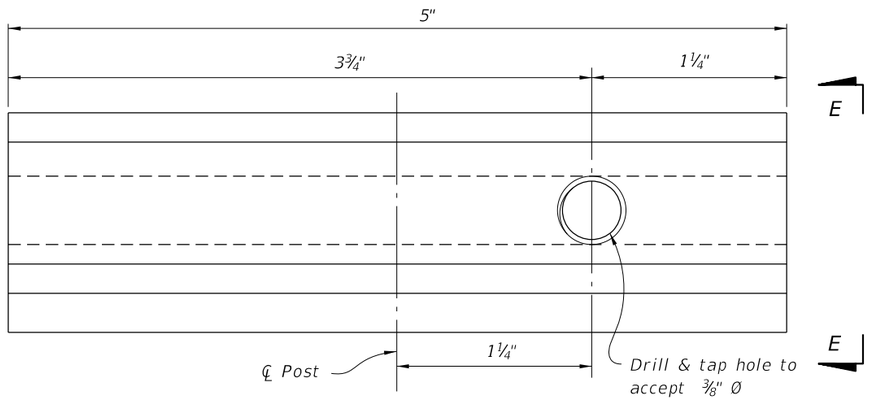
NOTE: Provide for drive fit.

RAIL END CAP DETAIL

CROSS REFERENCE:
For Notes and Tapered End Transition Details, See Sheet 3.



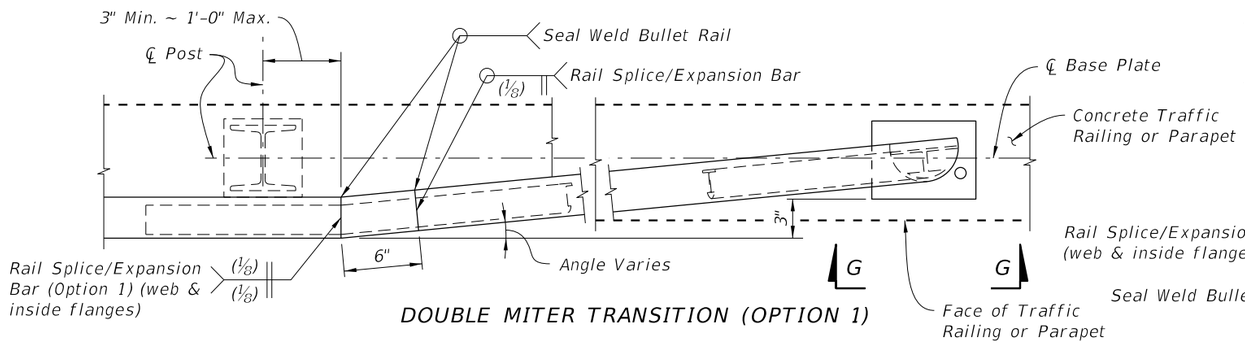
VIEW E-E



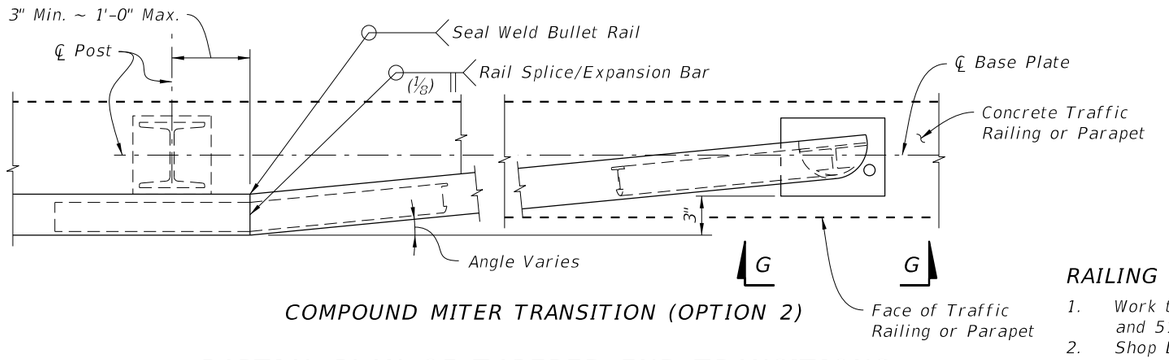
RAIL CLAMP BAR DETAIL

11/18/2019 4:09:06 PM

LAST REVISION	REVISION	DESCRIPTION:				
07/01/14			FDOT FY 2020-21 STANDARD PLANS	PEDESTRIAN/BICYCLE BULLET RAILING DETAILS	INDEX 515-022	SHEET 2 of 3

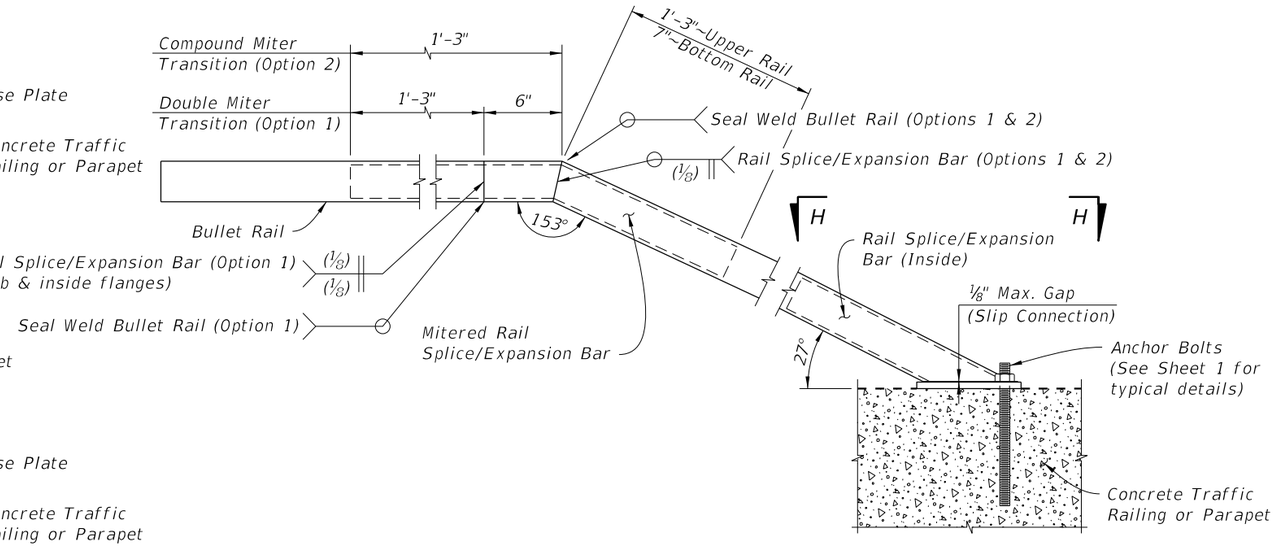


DOUBLE MITER TRANSITION (OPTION 1)

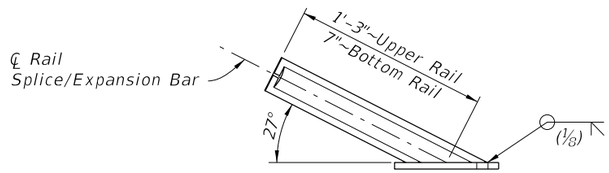


COMPOUND MITER TRANSITION (OPTION 2)

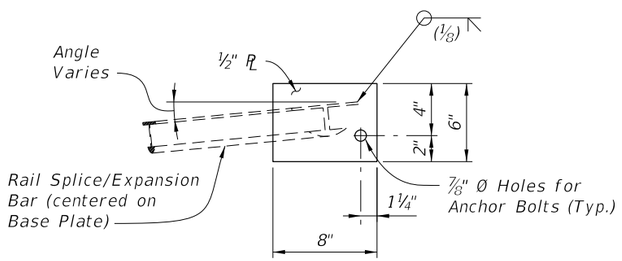
PARTIAL PLAN OF TAPERED END TRANSITIONS
(Single Rail Shown, Double or Triple Rail Similar)



ELEVATION OF TAPERED END TRANSITION
(Single Rail Shown, Double or Triple Rail Similar)



VIEW G-G TRANSITION BASE PLATE
(Bullet Rail not shown for Clarity)



VIEW H-H TRANSITION BASE PLATE
(Bullet Rail not shown for Clarity)

RAILING NOTES:

1. Work this Index with Index 521-423, 521-427, 521-428, 521-820 and 515-021 and Specification Section 515.
2. Shop Drawings: Submit shop drawings prior to fabrication.
   A. Include post and rail splice/expansion assembly location for curved alignments with radii < 40 feet and for all end terminations.
3. Materials:
   A. Supply Aluminum materials In accordance with Specification Section 965 and the following:
   Wrought Aluminum Post: ASTM B221, Alloy 6061-T6 or 6351-T5
   Rail End Cap: ASTM B26 sand cast aluminum alloy 356.0-F
   Plate and Bars: ASTM B209 Alloy 6061-T6
   Rails: ASTM B221 Alloy 6061-T6 or 6351-T5.
   Stop Pins: Press-fit aluminum or stainless steel pins or tubes
   B. Stainless Steel Fasteners: ASTM F-593, Alloy Group 2 (316).
   C. Bearing Pads: Plain or Fiber Reinforced meeting Specification Section 932 for Ancillary Structures.
4. Layout:
   A. Posts shall be uniformly spaced with reasonable consistency.
   B. Tapered End Transitions are required at the terminus of the approach ends of Bullet Railing mounted on a Traffic Railing. Bullet Railings on concrete parapets shielded by a traffic railing do not require Tapered End Transitions unless noted otherwise in the Plans.
   C. Adjust post spacing's to avoid parapet obstacles, such as armor expansion plates, by 9 inches minimum.
   D. Rails shall be continuous over a minimum of 3 posts, except that lengths less than 12 feet need only be continuous over 2 posts.
   E. Space splices at 40 feet maximum. Splice all rails in a given railing section at about the same center line.
   F. Provide rail expansion assemblies in panels between posts on either side of a bridge expansion joint. Rail expansion assemblies are similar to the rail splice assemblies with increased space at the expansion assembly to allow for movement equal to 1.5 times the bridge joint opening or 1" greater than the expected joint movement.
5. Installation:
   A. Set rails near bridge expansion joints to allow for expected movement.
   B. Cutting of reinforcing steel is permitted for post installed anchors.
6. Payment: Includes the full cost of installed bullet railing. Cost of the Concrete Parapet or Traffic Railing is separate.

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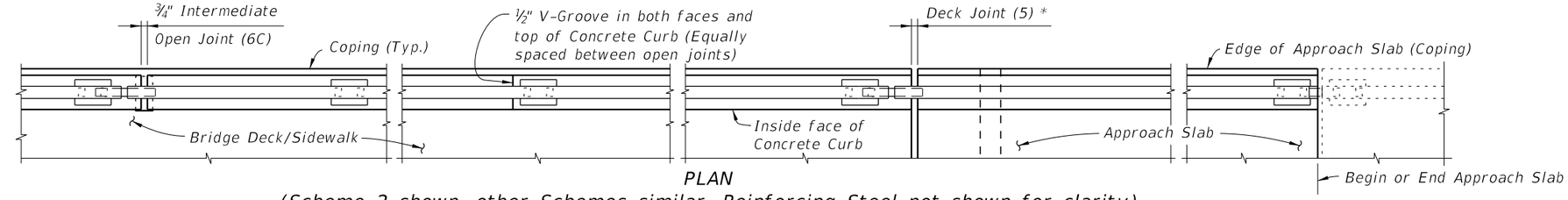
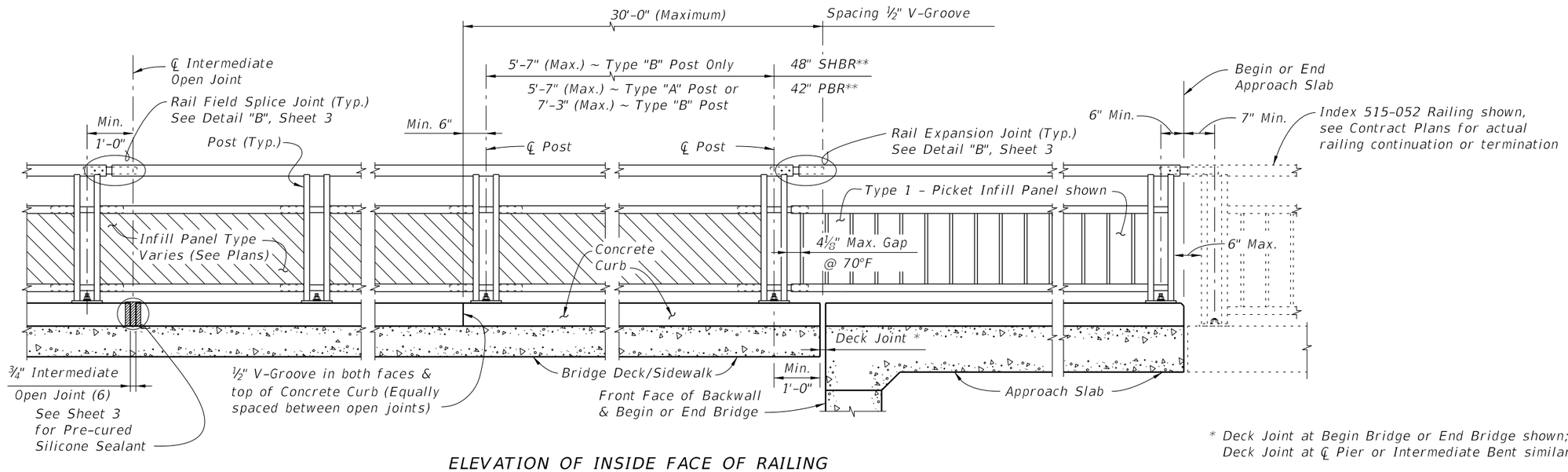
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2020-21 STANDARD PLANS	PEDESTRIAN/BICYCLE BULLET RAILING DETAILS	INDEX 515-022	SHEET 3 of 3



PLAN

(Scheme 2 shown, other Schemes similar, Reinforcing Steel not shown for clarity)



ELEVATION OF INSIDE FACE OF RAILING

(Scheme 2 shown with Post "A", other Schemes similar, Reinforcing Steel not shown for clarity)

* Deck Joint at Begin Bridge or End Bridge shown;
Deck Joint at ℄ Pier or Intermediate Bent similar.

** SHBR~Special Height Bicycle Rail
PBR~Pedestrian/Bicycle Rail

NOTES:

1. Shop Drawings are required.
2. Work this Index with Index 515-052 Bicycle/Pedestrian Railing Details (Steel) and Specification Section 515. Refer to the SPI for Design Criteria and Limits of Use.
3. Materials:
   - A. Steel: Galvanized after fabrication
     - a. Fasteners: Hex Head Bolt ASTM A307, Hex Nuts ASTM A563, Washers ASTM F436
     - b. Support Bracket (Scheme 3) L-shape and Stiffener Plate: ASTM A36
     - c. Bottle-guard (Schemes 1 & 3) L-shape: ASTM A36
   - B. Concrete: Same as bridge deck
   - C. Pre-cured Silicone Sealant: Specification Section 932
   - D. Bearing Pads: Provide ⅛" Plain, Fabric Reinforced or Fabric Laminated bearing pads that meet the requirements of Specification Section 932 for Ancillary Structures.
4. See Structures Plans, Superstructure Sheets for bridge information including concrete type, deck expansion joint locations and orientations, and thermal movement.
5. Railings:
   - A. For thermal movement greater than 4" (up to a maximum of 5"), clear opening between adjacent pickets, or panels at Rail Expansion Joints above Deck Joints must be reduced to 3½".
   - B. For treatment of railings on skewed bridges see Index 521-427.
6. Curbs:
   - A. Match open curb joints at Deck Expansion Joint locations to the deck joint dimension.
   - B. Construct Concrete Curb (Scheme 2) vertical with the top surface finished level transversely. See Concrete Curb Details Sheet 3.
   - C. Provide ¾" Intermediate open joints in curbs coinciding with the ¾" joints in the traffic railing.
7. Payment: Support bracket (Scheme 3) is incidental to the cost of railing. Curb concrete and reinforcing steel (Scheme 2) are included in the bridge deck quantities.

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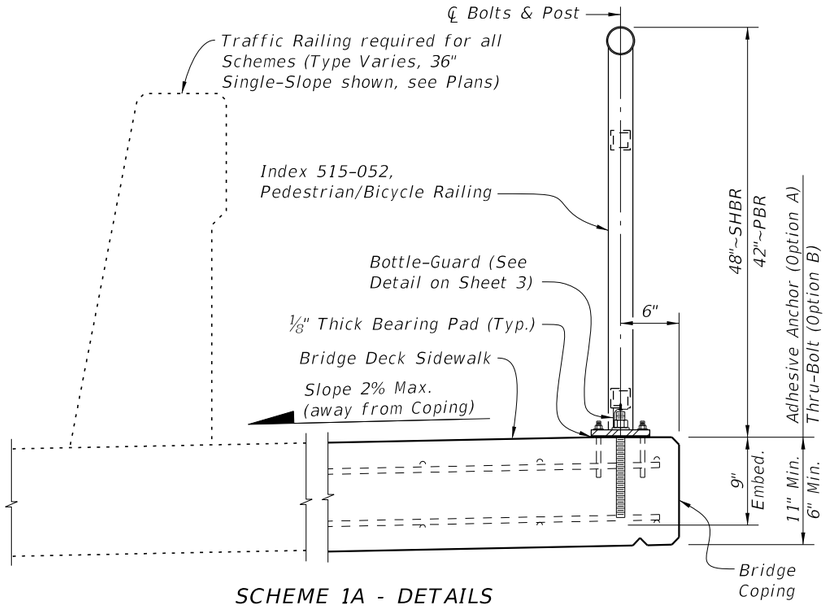
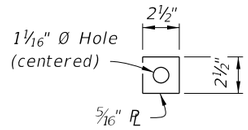
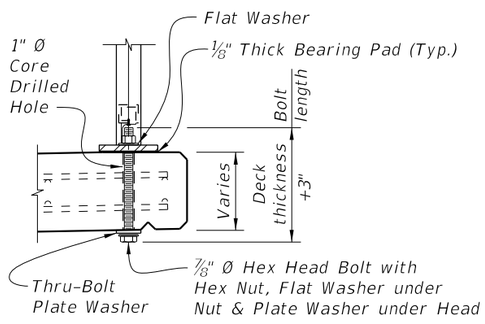
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2020-21 STANDARD PLANS	BRIDGE PEDESTRIAN/BICYCLE RAILING (STEEL)	INDEX 515-051	SHEET 1 of 3



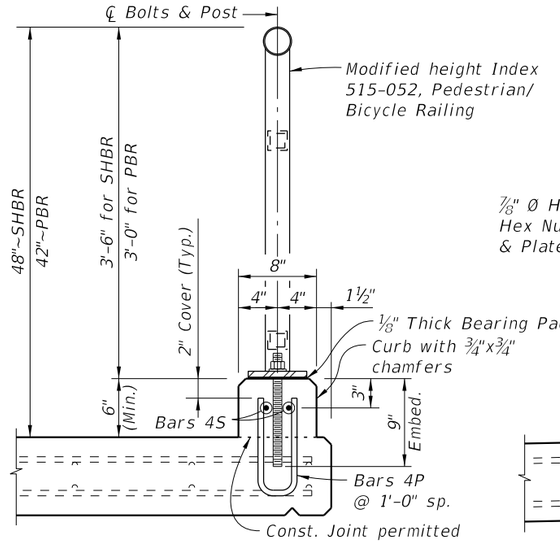
SCHEME 1A - DETAILS
(Adhesive Anchor Option shown)



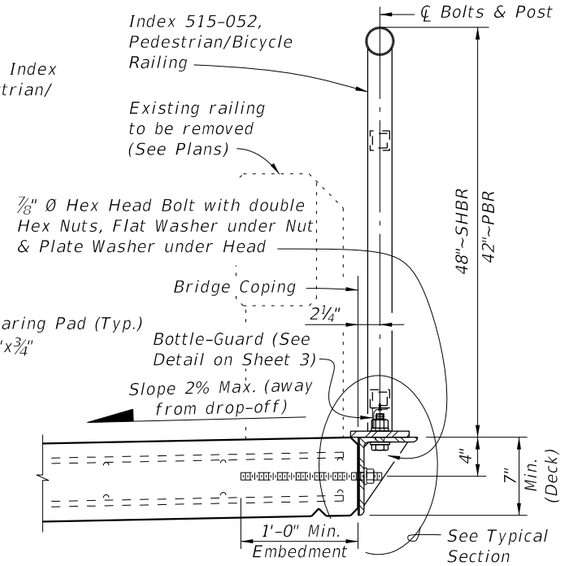
THRU-BOLT PLATE WASHER DETAIL



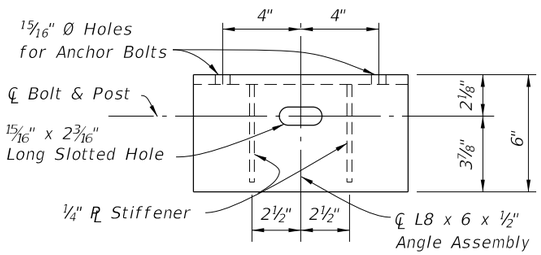
SCHEME 1B - DETAILS
(Thru-Bolt Option)



SCHEME 2 -
TYPICAL SECTION THROUGH
CURB MOUNTED RAILING



SCHEME 3 -
TYPICAL SECTION THROUGH
SIDE MOUNTED RAILING (RETROFIT)



PLAN VIEW

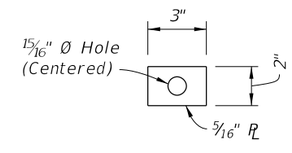
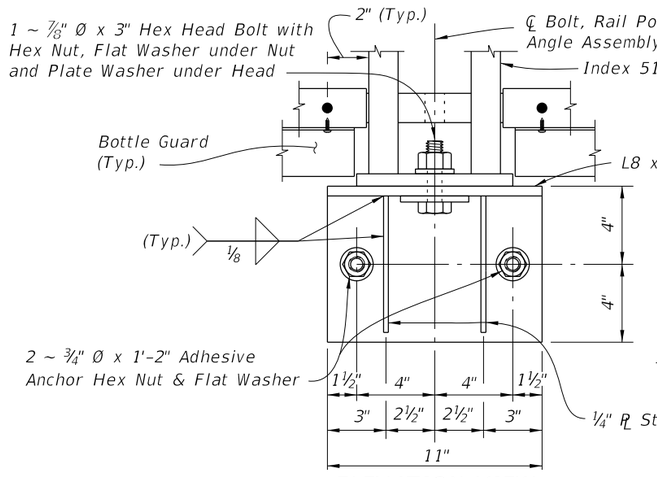
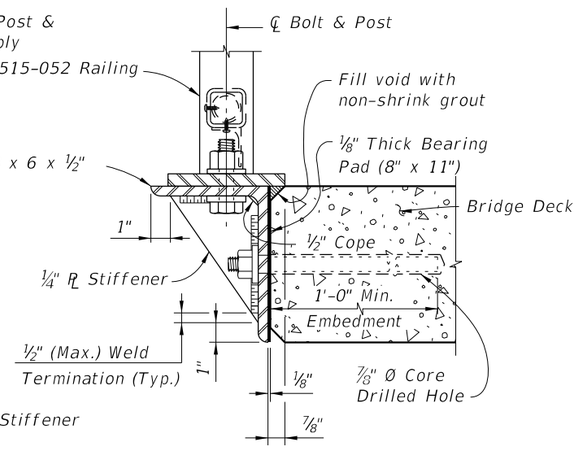


PLATE WASHER DETAIL



ELEVATION VIEW



TYPICAL SECTION

SCHEME 1 - TYPICAL SECTION THROUGH DECK MOUNTED RAILING

SCHEME 3 - SIDE-MOUNTED SUPPORT BRACKET DETAILS

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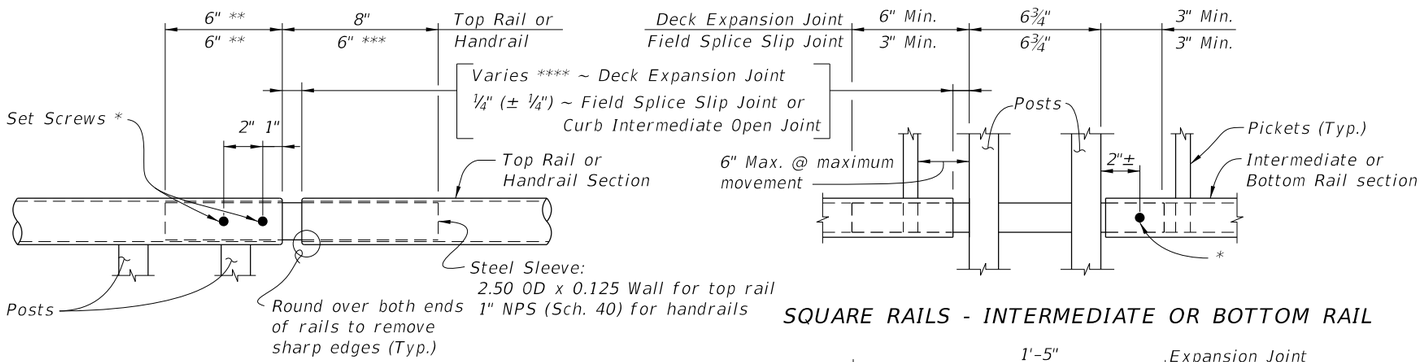
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2020-21 STANDARD PLANS	BRIDGE PEDESTRIAN/BICYCLE RAILING (STEEL)	INDEX 515-051	SHEET 2 of 3



ROUND RAILS - TOP RAIL OR HANDRAIL

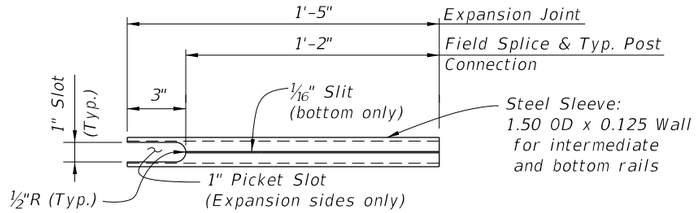
SQUARE RAILS - INTERMEDIATE OR BOTTOM RAIL

* ¼" Ø x ¾" Pan Head Stainless Steel (Type 316 or 18-8 Alloy) Set Screws along outside face of railing. Set screws must be set flush against the rail surface. A ¾" Ø plug weld may be substituted for the two set screws at expansion joints.

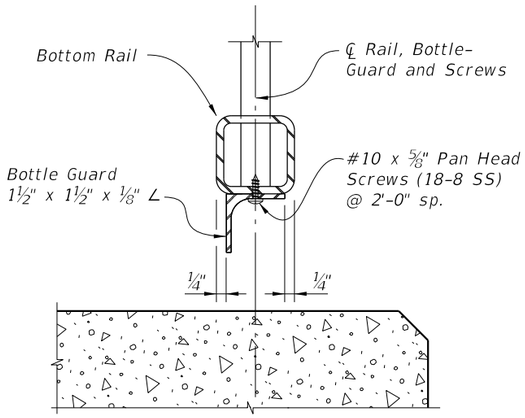
** Embedded length may be 4" for plug welded connection.

*** Increase handrail sleeve embedment to 8" for Expansion Joint openings greater than 2".

**** Expansion Joint opening shall match the clear opening in the deck joint but not greater than 3".



INTERMEDIATE OR BOTTOM RAIL - STEEL SLEEVE DETAIL (Bottom Side Shown)



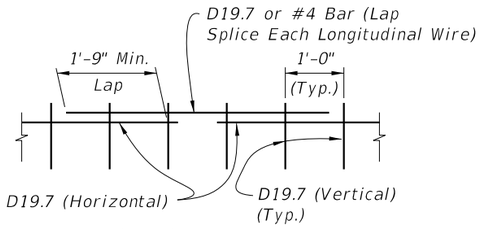
TYPICAL SECTION THROUGH BOTTOM RAIL
(Post Not Shown for Clarity)

DETAIL "B" EXPANSION JOINT (FIELD SPLICE SIMILAR)

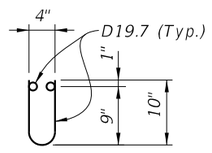
SCHEME 1 - BOTTLE GUARD DETAIL

ALTERNATE REINFORCING (WWR) DETAILS

NOTE: Place wire panels to minimize the end overhang. End Overhangs greater than 4¾" are not permitted.



SPLICE DETAIL
(Between WWR Sections)

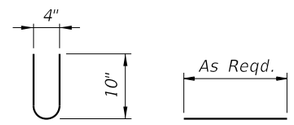


WWR SECTION DETAIL

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

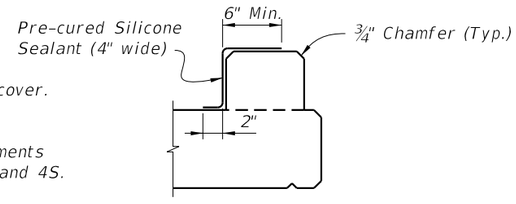
MARK	SIZE	LENGTH
P	4	2'-0"
S	4	As Reqd.



BAR 4P BAR 4S

CURB REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the curb on a retaining wall shall be the same as detailed for an 8" deck.
3. All reinforcing steel at the open joints shall have a 2" minimum cover.
4. Bars 4S may be continuous or spliced at the construction joints. Bar splices for Bars 4S shall be a minimum of 1'-8".
5. Deformed Welded Wire Reinforcement (WWR) meeting the requirements of Specification Section 931 may be used in lieu of all Bars 4P and 4S.



DETAIL "A" - SECTION
AT INTERMEDIATE OPEN JOINT

INTERMEDIATE JOINT SEAL NOTE:

At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant. 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.

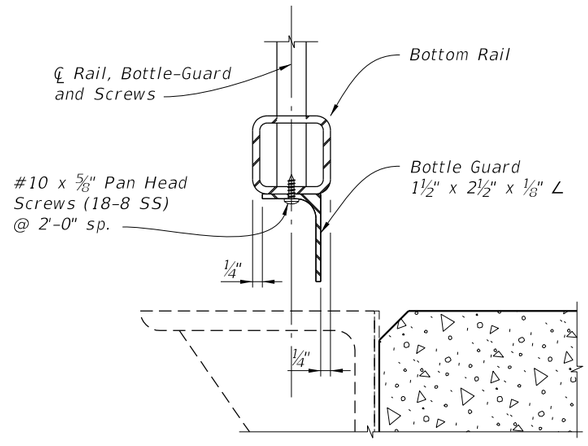
ESTIMATED CONCRETE CURB QUANTITIES (SCHEME 2)

ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.0124
Reinforcing Steel	LB/LF	4.01

SCHEME 2 - CONCRETE CURB DETAILS

CROSS REFERENCE:

See Sheet 1 for Bridge Railing Notes.

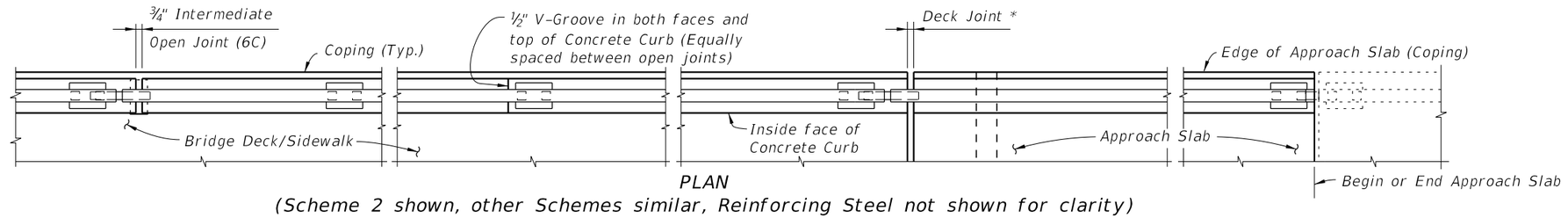


TYPICAL SECTION THROUGH BOTTOM RAIL
(Post Not Shown for Clarity)

SCHEME 3 - BOTTLE GUARD DETAIL

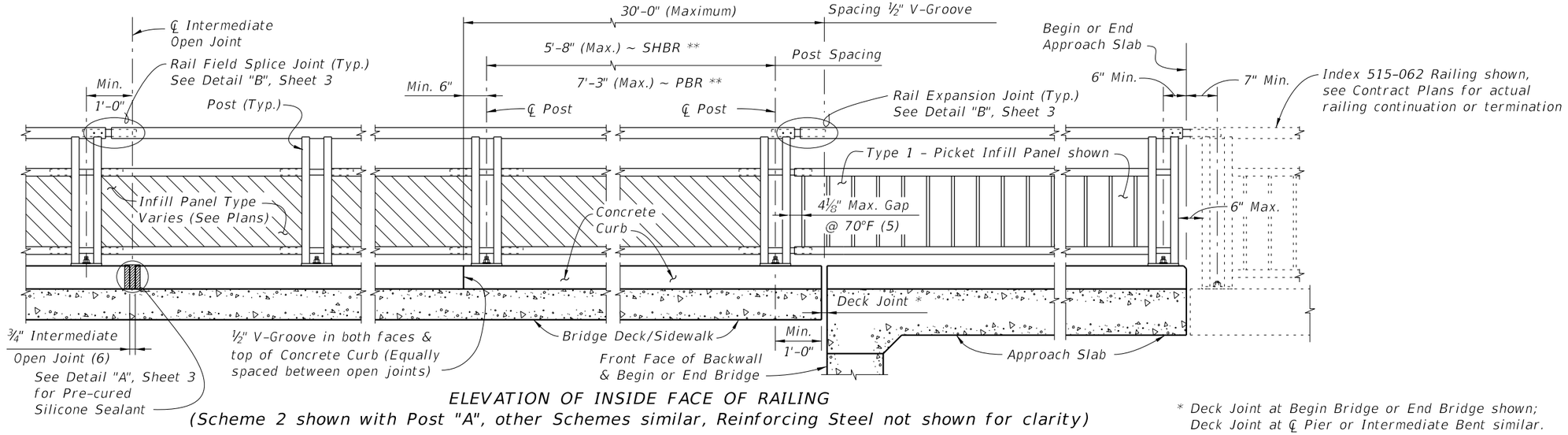
11/18/2019 4:09:10 PM

LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	BRIDGE PEDESTRIAN/BICYCLE RAILING (STEEL)	INDEX	SHEET
11/01/16			FDOT		515-051	3 of 3



PLAN

(Scheme 2 shown, other Schemes similar, Reinforcing Steel not shown for clarity)



ELEVATION OF INSIDE FACE OF RAILING

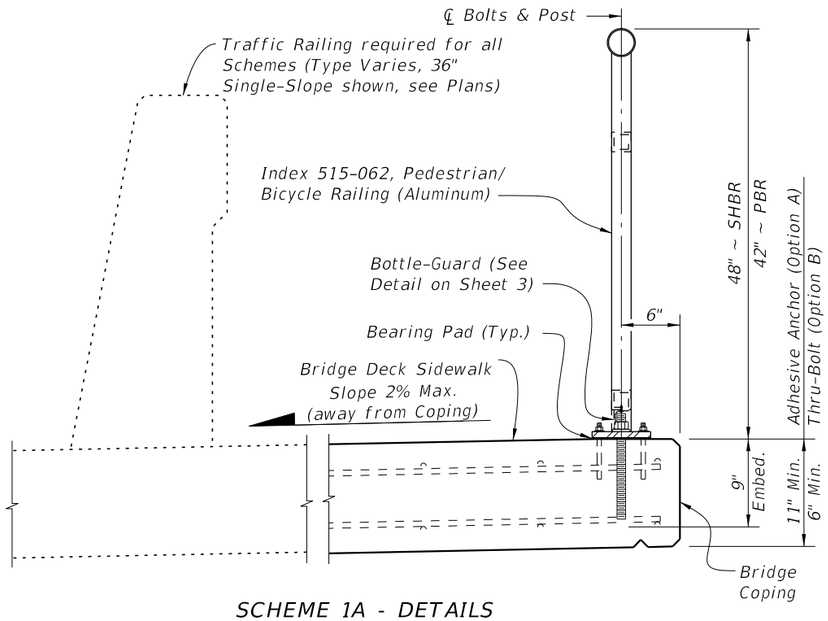
(Scheme 2 shown with Post "A", other Schemes similar, Reinforcing Steel not shown for clarity)

* Deck Joint at Begin Bridge or End Bridge shown;
Deck Joint at ℄ Pier or Intermediate Bent similar.

** SHBR ~ Special Height Bicycle Railing
PBR ~ Pedestrian/Bicycle Railing

NOTES:

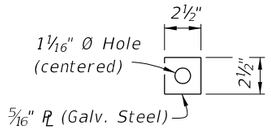
1. Shop Drawings are required.
2. Work this Index with Index 515-062 Aluminum Bicycle/Pedestrian Railing Details and Specification Section 515. Refer to the IDS for Design Criteria and Limits of Use.
3. Materials:
   - A. Galvanized Steel Fasteners: Hex Head Bolt ASTM A307, Hex Nuts ASTM A563, Washers ASTM F436
   - B. Aluminum:
     - a. Support Bracket (Scheme 3) L-shape and Stiffener Plate: ASTM B209, Alloy 6061-T6
     - b. Bottle-guard (Schemes 1 & 3) L-shape: ASTM B209, Alloy 6061-T6 or 6063-T5
   - C. Concrete: Same as bridge deck
   - D. Pre-cured Silicone Sealant: Specification Section 932
   - E. Bearing Pads: Provide ⅛" thick Plain, Fabric Reinforced or Fabric Laminated pads meeting the requirements of Specification Section 932 for Ancillary Structures.
4. See Structures Plans, Superstructure Sheets for bridge information including concrete type, deck expansion joint locations and orientations, and thermal movement.
5. Railings:
   - A. For thermal movement greater than 4" (up to a maximum of 5"), clear opening between adjacent pickets, or panels at Rail Expansion Joints above Deck Joints must be reduced to 3½".
   - B. For treatment of railings on skewed bridges see Index 521-427.
6. Curbs:
   - A. Match open curb joints at Deck Expansion Joint locations to the deck joint dimension.
   - B. Construct Concrete Curb (Scheme 2) vertical with the top surface finished level transversely. See Concrete Curb Details Sheet 3.
   - C. Provide ¾" Intermediate open joints in curbs coinciding with the ¾" joints in the traffic railing.
7. Payment: Support bracket (Scheme 3) is incidental to the cost of railing. Curb concrete and reinforcing steel (Scheme 2) are included in the bridge deck quantities.



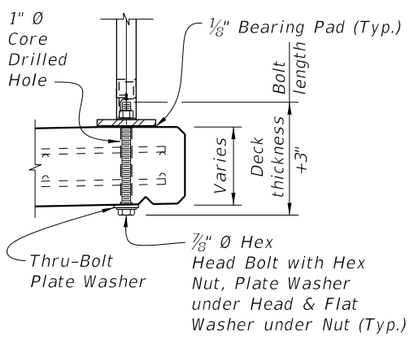
SCHEME 1A - DETAILS
(Adhesive Anchor Option)

CROSS REFERENCE:

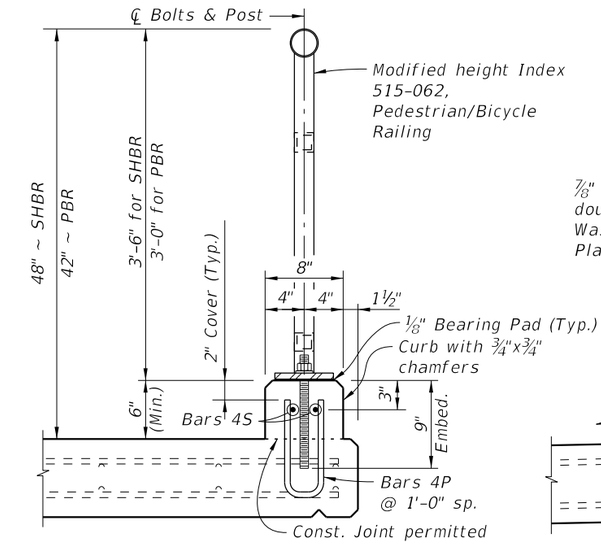
See Sheet 1 for Bridge Railing Notes.



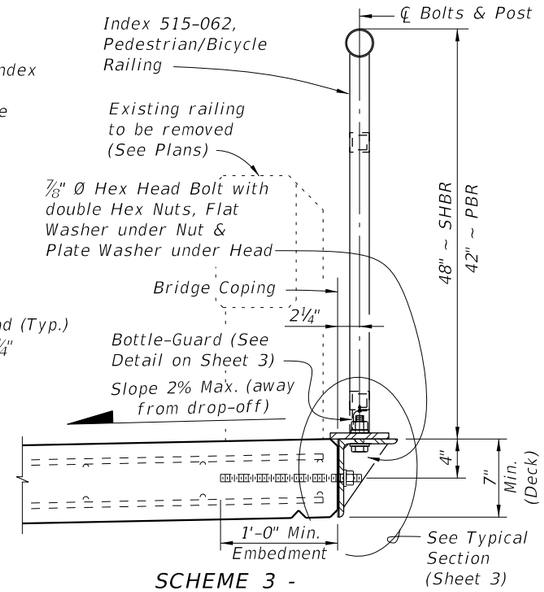
THRU-BOLT PLATE
WASHER DETAIL



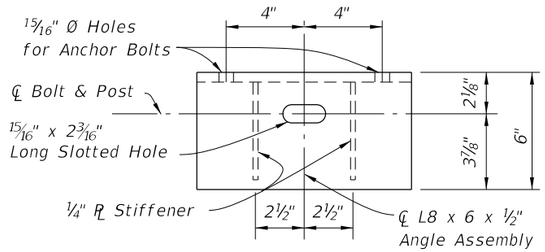
SCHEME 1B - DETAILS
(Thru-Bolt Option)



SCHEME 2 -
TYPICAL SECTION THROUGH
CURB MOUNTED RAILING



SCHEME 3 -
TYPICAL SECTION THROUGH
SIDE MOUNTED RAILING (RETROFIT)



PLAN VIEW

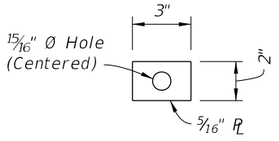
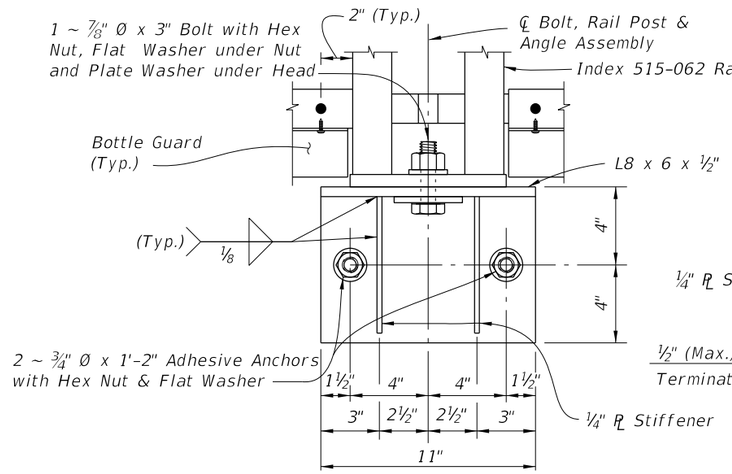
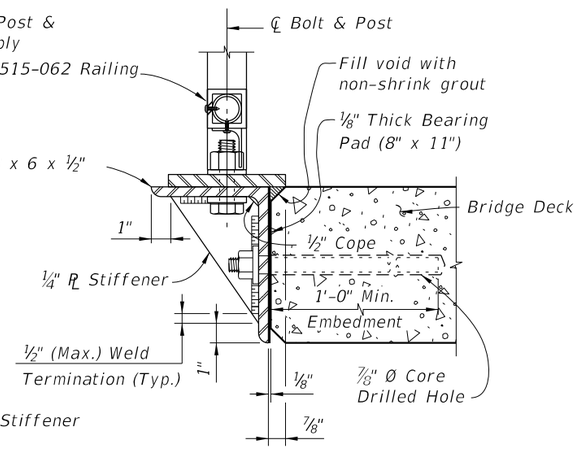


PLATE WASHER DETAIL



ELEVATION VIEW



TYPICAL SECTION

SCHEME 1 - TYPICAL SECTION THROUGH DECK MOUNTED RAILING

SCHEME 3 - SIDE-MOUNTED SUPPORT BRACKET DETAILS

11/18/2019 4:09:13 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	BRIDGE PEDESTRIAN/BICYCLE RAILING (ALUMINUM)	INDEX	SHEET
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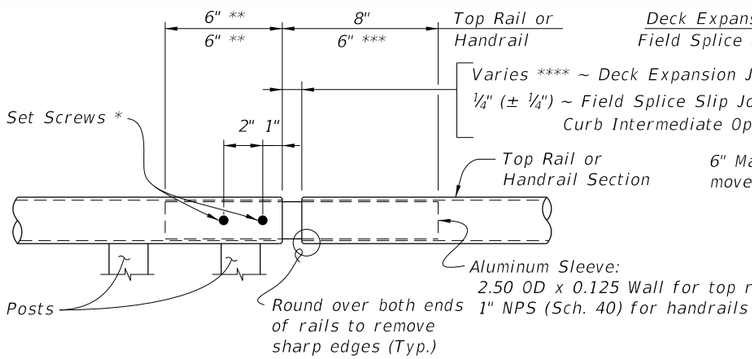
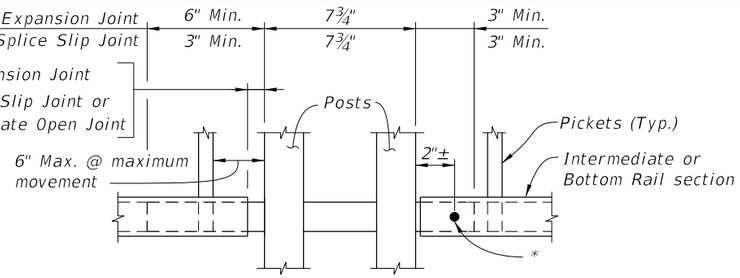


ROUND RAILS - TOP RAIL OR HANDRAIL



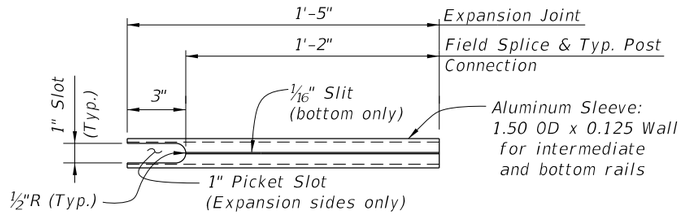
SQUARE RAILS - INTERMEDIATE OR BOTTOM RAIL

* ¼" Ø x ¾" Pan Head Aluminum (Alloy 7075-T73) or Stainless Steel (Type 316 or 18-8 Alloy) Set Screws along outside face of railing. Set screws must be set flush against the rail surface. A ¾" Ø plug weld may be substituted for the two set screws at expansion joints.

** Embedded length may be 4" for plug welded connection.

*** Increase handrail sleeve embedment to 8" for Expansion Joint openings greater than 2".

**** Expansion Joint opening shall match the clear opening in the deck joint but not greater than 3".

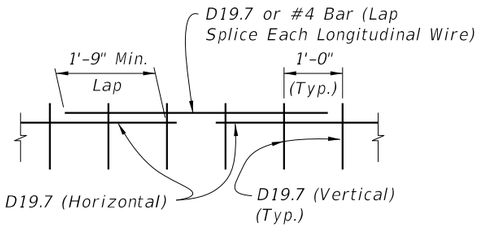


INTERMEDIATE OR BOTTOM RAIL - ALUMINUM SLEEVE DETAIL (Bottom Side Shown)

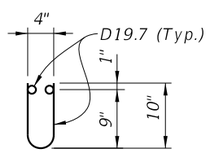
DETAIL "B" EXPANSION JOINT (FIELD SPLICE SIMILAR)

ALTERNATE REINFORCING (WWR) DETAILS

NOTE: Place wire panels to minimize the end overhang. End Overhangs greater than 4¾" are not permitted.



SPLICE DETAIL (Between WWR Sections)

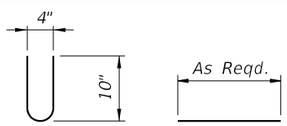


WWR SECTION DETAIL

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
P	4	2'-0"
S	4	As Reqd.

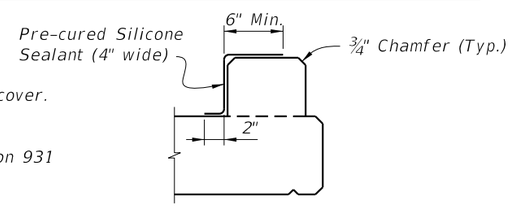


BAR 4P

BAR 4S

CURB REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the curb on a retaining wall shall be the same as detailed for an 8" deck.
3. All reinforcing steel at the open joints shall have a 2" minimum cover.
4. Bars 4S may be continuous or spliced at the construction joints. Bar splices for Bars 4S shall be a minimum of 1'-8".
5. Deformed WWR meeting the requirements of Specifications Section 931 may be used in lieu of all Bars 4P and 4S.



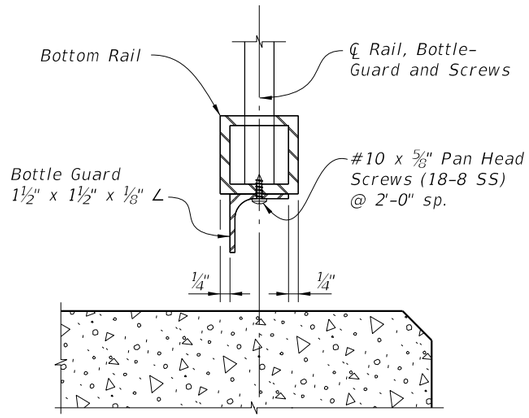
DETAIL "A" - SECTION AT INTERMEDIATE OPEN JOINT

INTERMEDIATE JOINT SEAL NOTE:

At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant. 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.

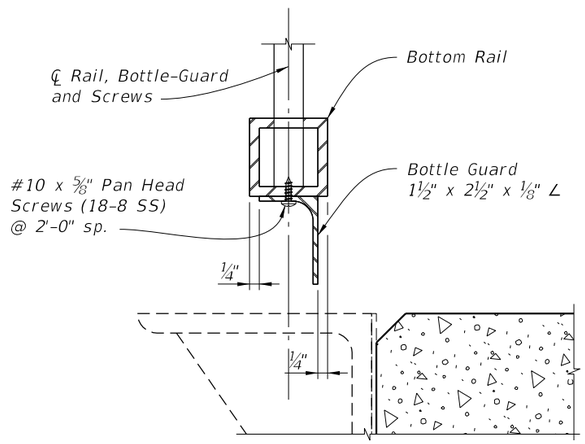
ESTIMATED CONCRETE CURB QUANTITIES (SCHEME 2)		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.0124
Reinforcing Steel	LB/LF	4.01

SCHEME 2 - CONCRETE CURB DETAILS



TYPICAL SECTION THROUGH BOTTOM RAIL (Post Not Shown for Clarity)

SCHEME 1 - BOTTLE GUARD DETAIL



TYPICAL SECTION THROUGH BOTTOM RAIL (Post Not Shown for Clarity)

SCHEME 3 - BOTTLE GUARD DETAIL

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	BRIDGE PEDESTRIAN/BICYCLE RAILING (ALUMINUM)	INDEX	SHEET
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GENERAL NOTES

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

ADHESIVE-BONDED DOWELS: Adhesive Bonding Material Systems for Dowels shall comply with Specification Section 937 and be installed in accordance with Specification Section 416. The field testing proof loads required by Specification Section 416 shall be 23,800 lbs. for Dowel Bars 6D on the inside face (traffic side) of the railing (1'-0" embedment) and 18,500 lbs for Dowel Bars 6D along the outside face of the traffic railing (5" min. embedment).

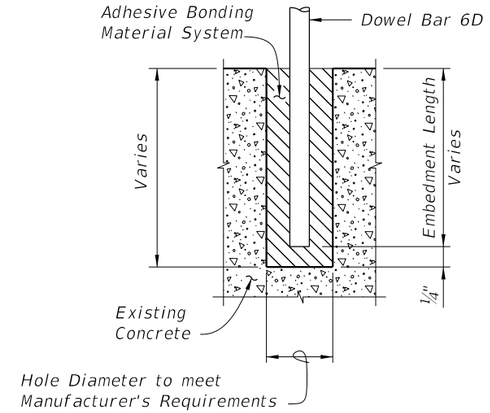
BRIDGES ON CURVED ALIGNMENTS: The details presented in this Standard are shown for bridges on tangent alignments. Details for bridges on horizontally curved alignments are similar.

BARRIER DELINEATORS: Barrier Delineators shall meet Specification Section 993. Install Barrier Delineators on top of the Traffic Railing along the entire length of the bridge 2" from the face on the traffic side in accordance with Specification Section 705. Barrier Delineator color (white or yellow) shall match the color of the near edgeline.

GUARDRAIL: See Index 536-001 for guardrail component details, geometric layouts and associated notes not fully detailed herein.

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

PAYMENT: Concrete Traffic Railing-Bridge Retrofit - Post & Beam Railing (EA) includes all material and labor required to demolish a portion of the existing structure where required and to construct the concrete portion of the retrofit railing. Guardrail Approach Transition to rigid Barriers (EA) includes transition block, and necessary hardware to complete the Guardrail transitions shown.



DOWEL DETAIL

Note:
Shift dowel holes to clear if the existing reinforcement is encountered.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	GUARDRAIL TRANSITIONS-EXISTING POST & BEAM BRIDGE RAILINGS (NARROW & RECESSED CURBS)	INDEX	SHEET
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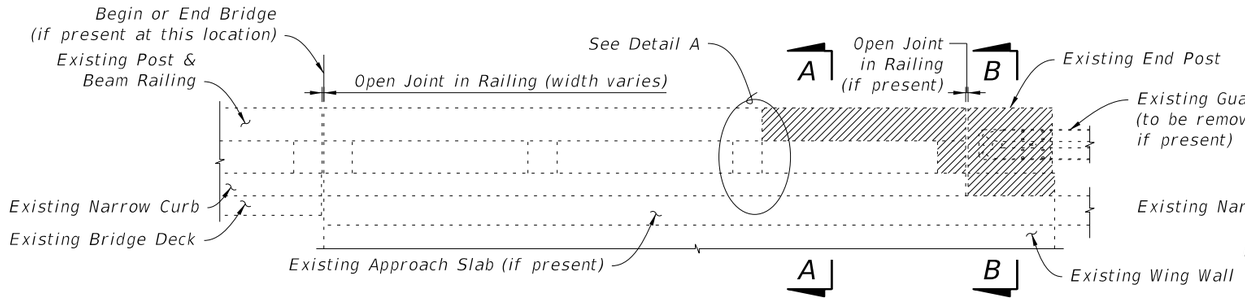
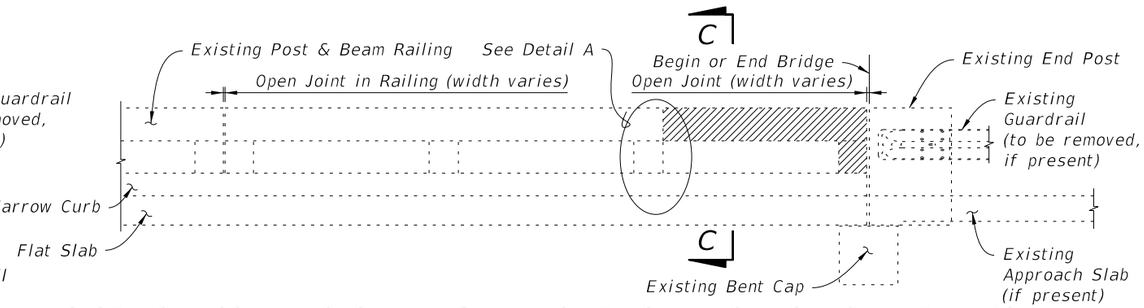
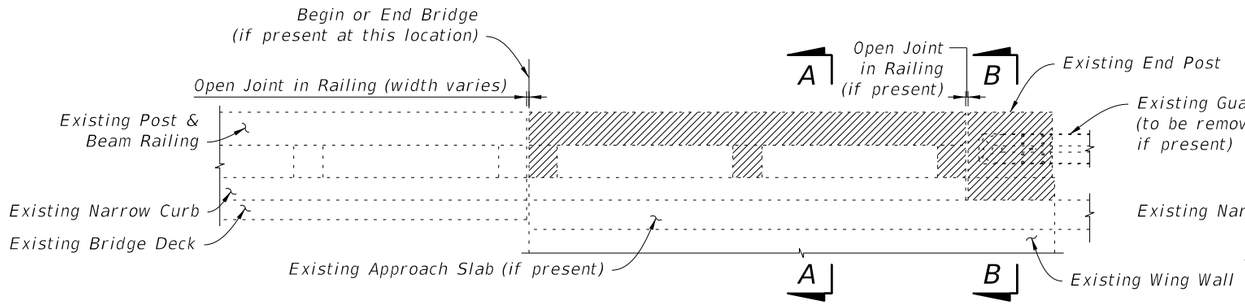


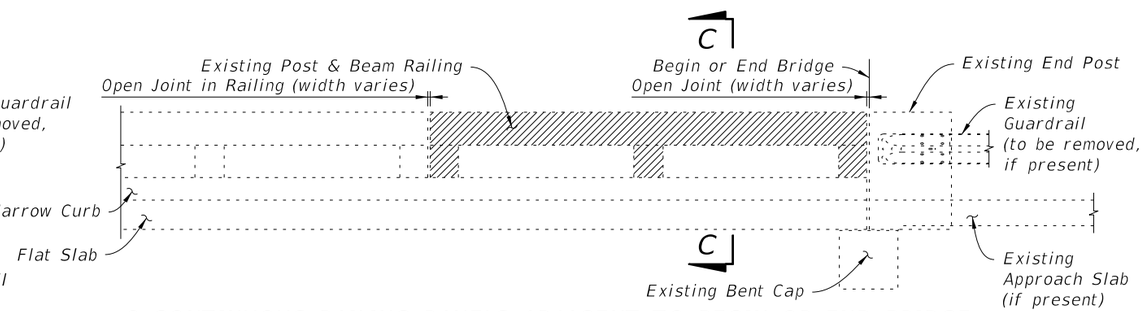
3 OR MORE CONTINUOUS RAILING PANELS ON WINGWALL ADJACENT TO END POST



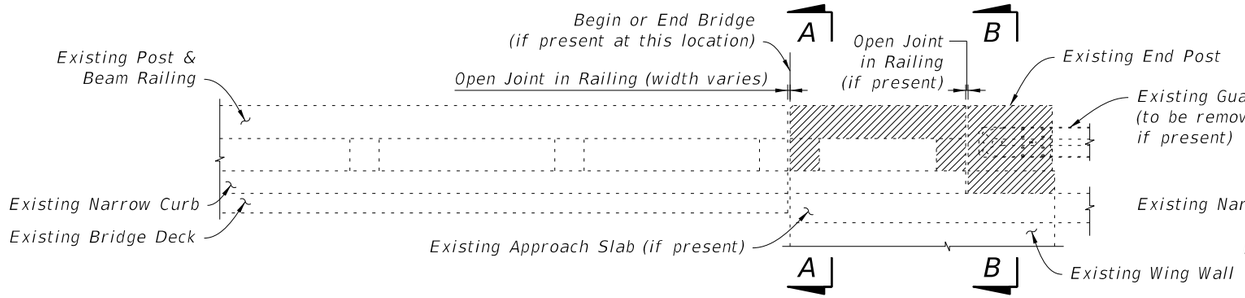
3 OR MORE CONTINUOUS RAILING PANELS ADJACENT TO BEGIN OR END BRIDGE



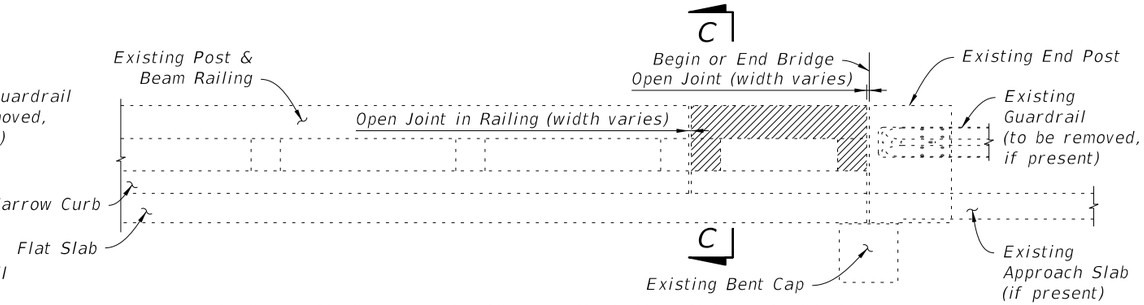
2 CONTINUOUS RAILING PANELS ON WINGWALL ADJACENT TO END POST



2 CONTINUOUS RAILING PANELS ADJACENT TO BEGIN OR END BRIDGE



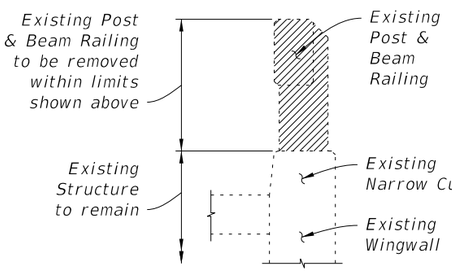
1 RAILING PANEL ON WINGWALL ADJACENT TO END POST



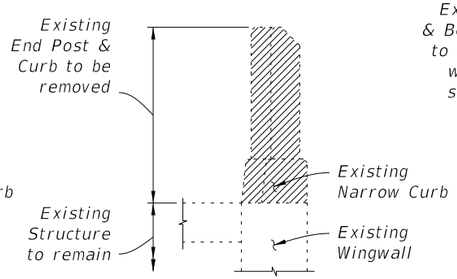
1 RAILING PANEL ADJACENT TO BEGIN OR END BRIDGE

SCHEME 1 - APPROACH ENDS OF BRIDGES WITH BEAM OR GIRDER SUPERSTRUCTURE

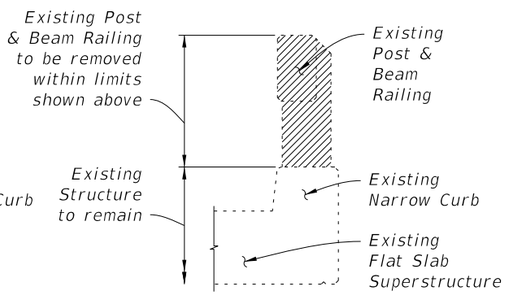
SCHEME 2 - APPROACH ENDS OF BRIDGES WITH FLAT SLAB SUPERSTRUCTURE & PARALLEL WINGWALLS (SHOWN) OR BEAM OR GIRDER SUPERSTRUCTURE & PARALLEL OR CURVED WINGWALLS (SIMILAR)



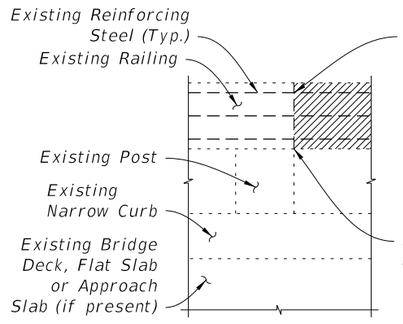
SECTION A-A



SECTION B-B



SECTION C-C



DETAIL A

LEGEND

Limits of Existing Structure to be removed

LIMITS OF REMOVAL OF EXISTING STRUCTURE - POST & BEAM RAILING WITH NARROW CURB

11/18/2019 4:09:16 PM

LAST REVISION	REVISION	DESCRIPTION:				
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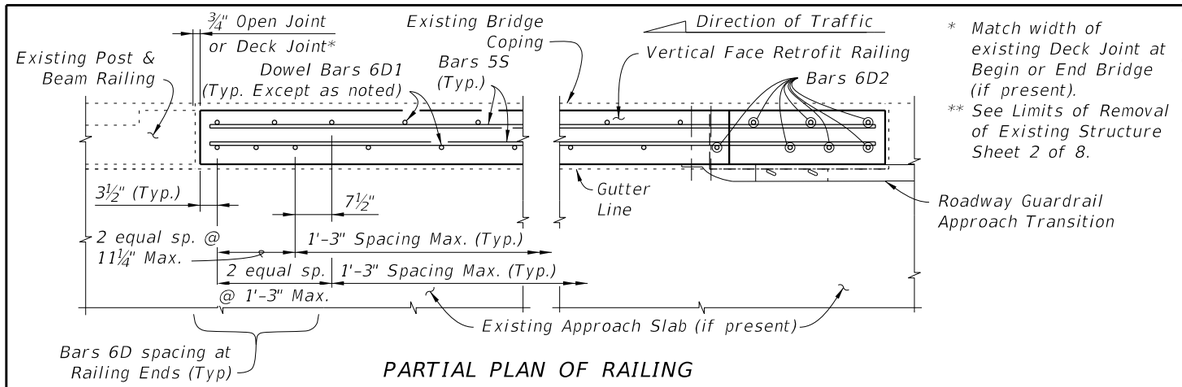
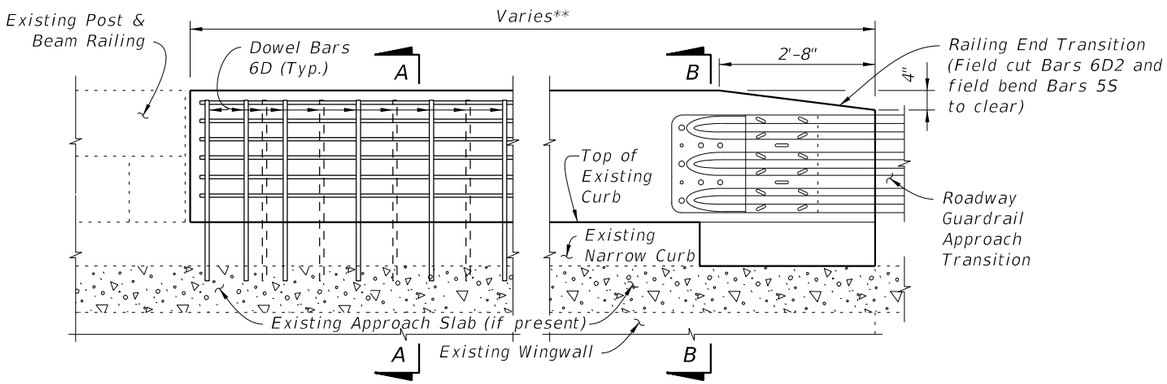


* Match width of existing Deck Joint at Begin or End Bridge (if present).

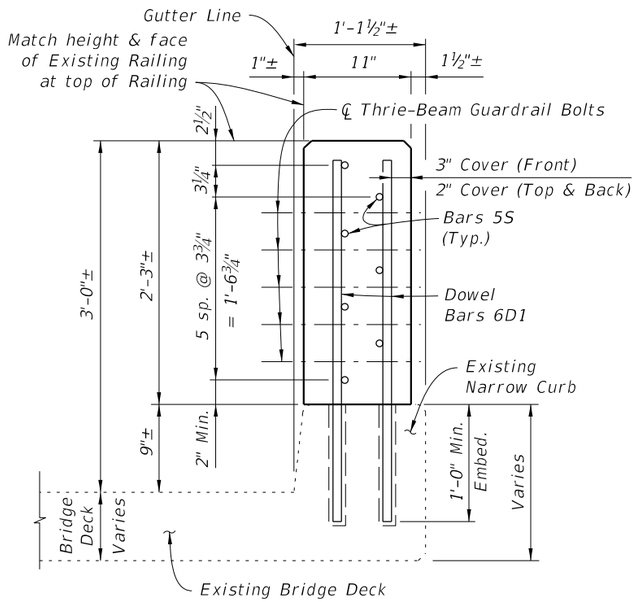
** See Limits of Removal of Existing Structure Sheet 2 of 8.

PARTIAL PLAN OF RAILING

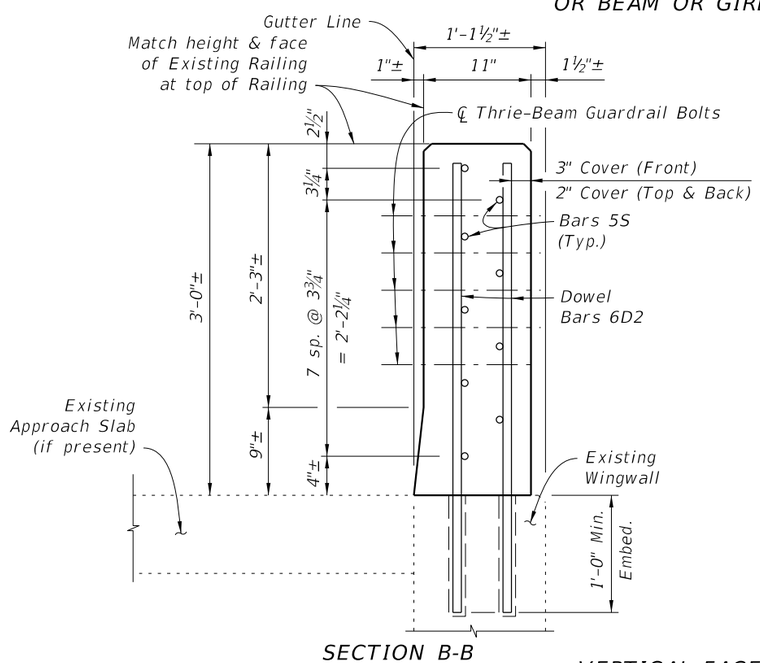


PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEME 1 - APPROACH ENDS OF BRIDGES WITH BEAM OR GIRDER SUPERSTRUCTURE

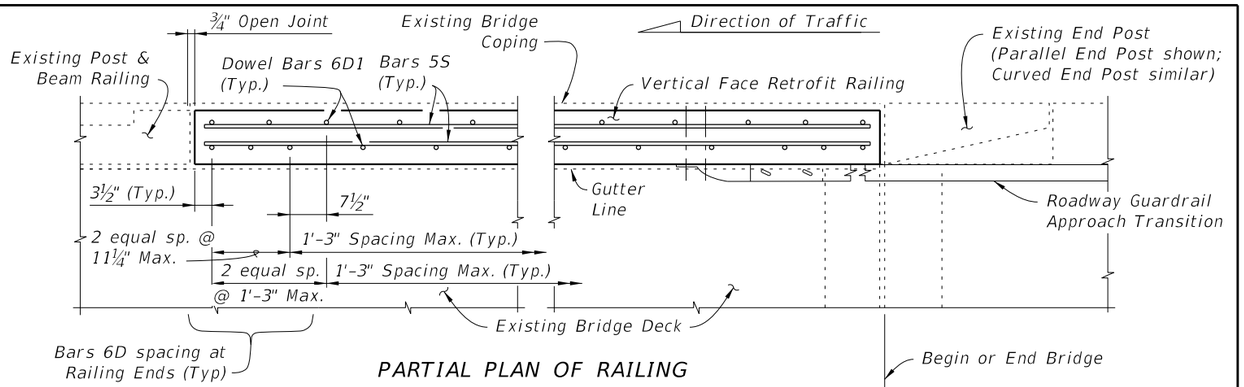


SECTION A-A

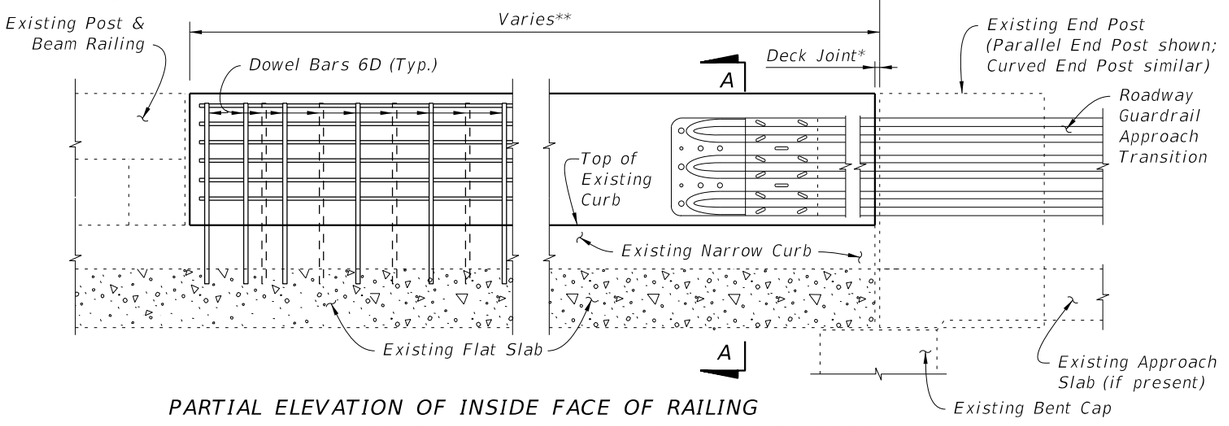


SECTION B-B

SCHEME 2 - APPROACH ENDS OF BRIDGES WITH FLAT SLAB SUPERSTRUCTURE & PARALLEL WINGWALLS (SHOWN) OR BEAM OR GIRDER SUPERSTRUCTURE & PARALLEL OR CURVED WINGWALLS (SIMILAR)



PARTIAL PLAN OF RAILING



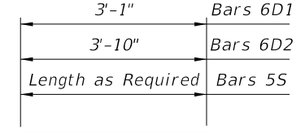
PARTIAL ELEVATION OF INSIDE FACE OF RAILING

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/FT	0.076
Reinforcing Steel	LB/FT	14.71

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAM

BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
D1	6	3'-1"
D2	6	3'-10"
S	5	AS REQD.



BARS 6D & 5S

REINFORCING STEEL NOTES:
1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the railing on a retaining wall shall be the same as detailed for a bridge deck.
3. All reinforcing steel in the Vertical Face Retrofit Railing shall have a 2" minimum cover.

VERTICAL FACE RETROFIT RAILING DETAILS - POST & BEAM RAILING WITH NARROW CURB

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	GUARDRAIL TRANSITIONS-EXISTING POST & BEAM BRIDGE RAILINGS (NARROW & RECESSED CURBS)	INDEX	SHEET
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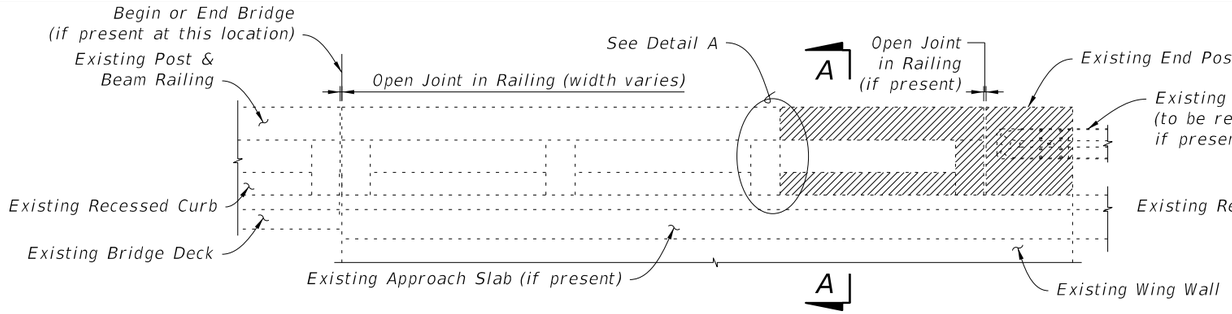
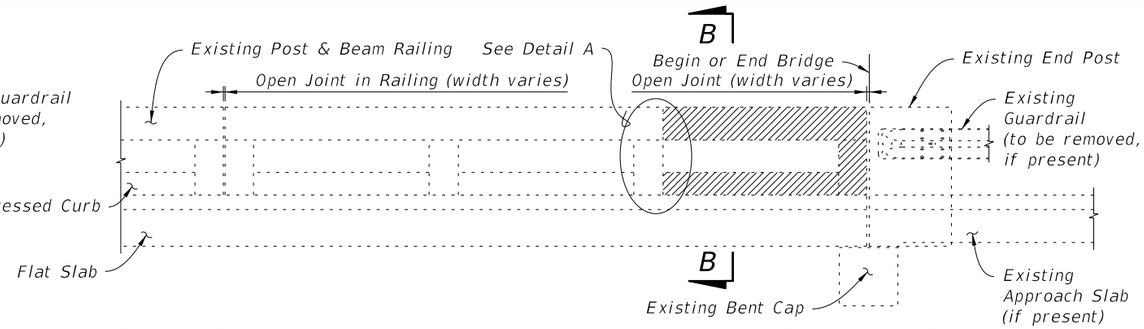
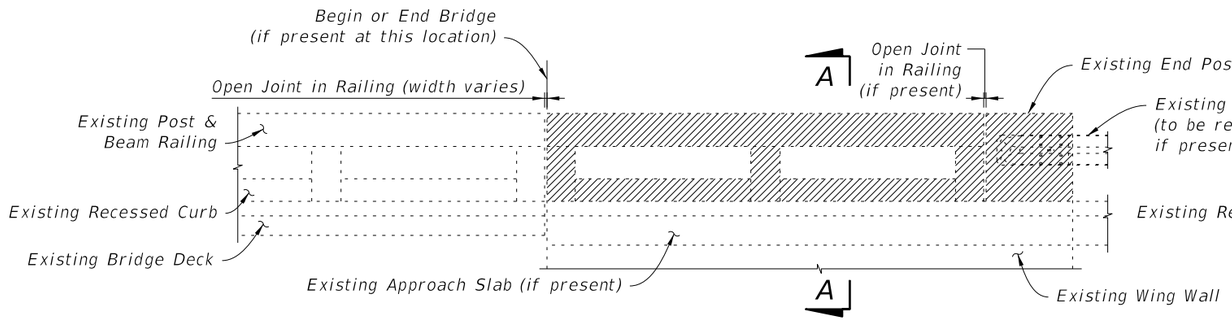


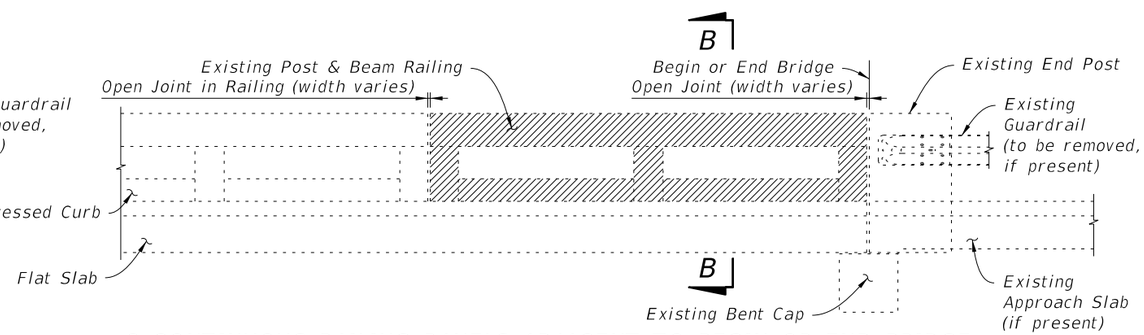
3 OR MORE CONTINUOUS RAILING PANELS ON WINGWALL ADJACENT TO END POST



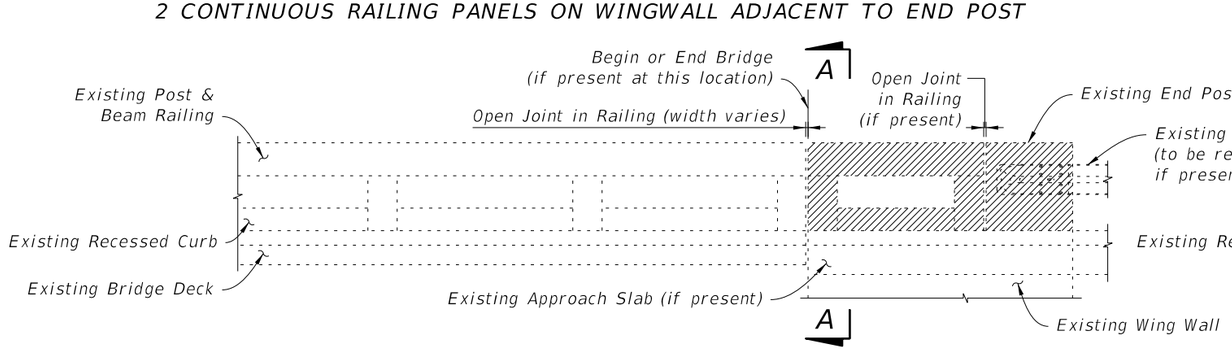
3 OR MORE CONTINUOUS RAILING PANELS ADJACENT TO BEGIN OR END BRIDGE



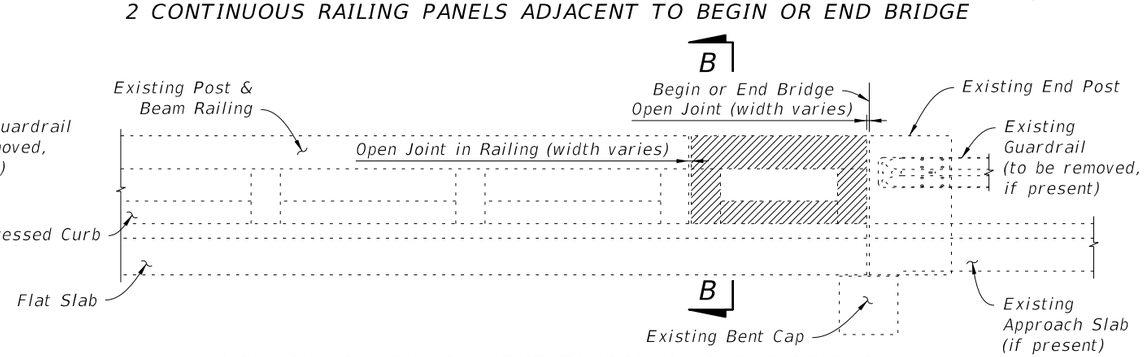
2 CONTINUOUS RAILING PANELS ON WINGWALL ADJACENT TO END POST



2 CONTINUOUS RAILING PANELS ADJACENT TO BEGIN OR END BRIDGE



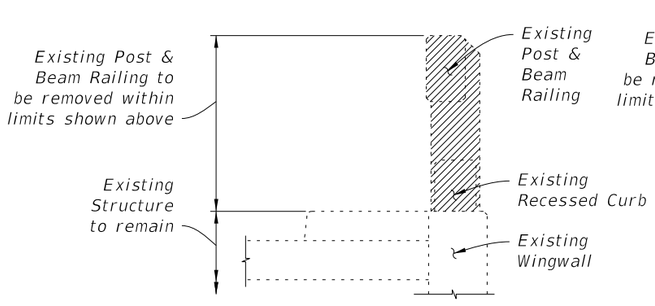
1 RAILING PANEL ON WINGWALL ADJACENT TO END POST



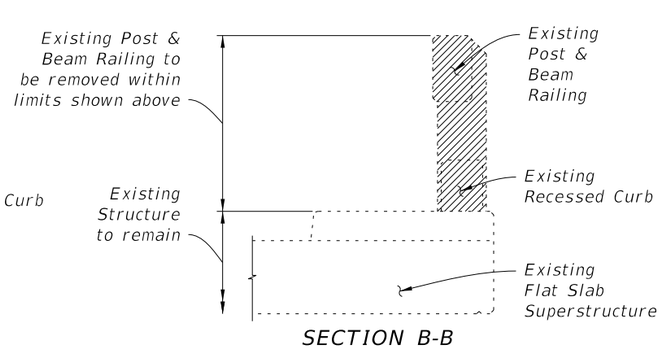
1 RAILING PANEL ADJACENT TO BEGIN OR END BRIDGE

SCHEME 3 - APPROACH ENDS OF BRIDGES WITH BEAM OR GIRDER SUPERSTRUCTURE

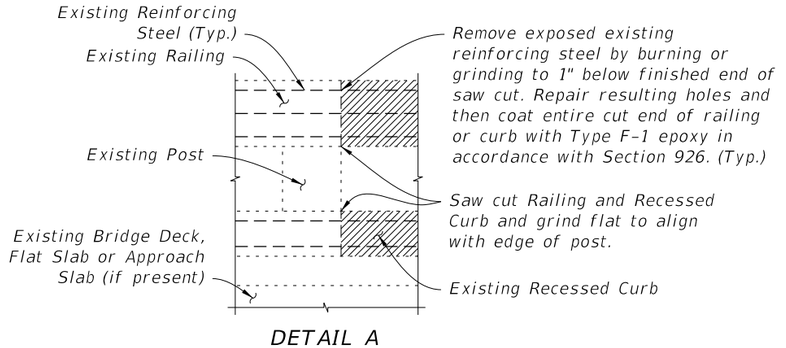
SCHEME 4 - APPROACH ENDS OF BRIDGES WITH FLAT SLAB SUPERSTRUCTURE & PARALLEL WINGWALLS (SHOWN) OR BEAM OR GIRDER SUPERSTRUCTURE & PARALLEL OR CURVED WINGWALLS (SIMILAR)



SECTION A-A



SECTION B-B



DETAIL A

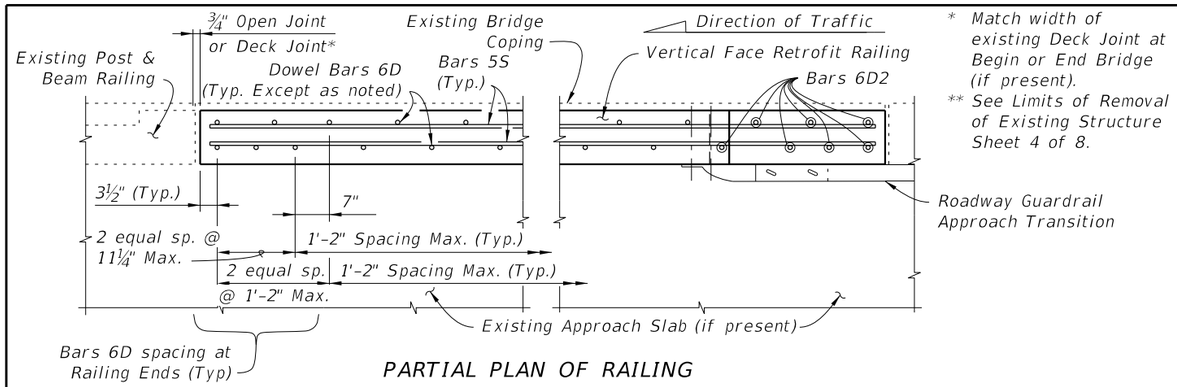
LEGEND

Limits of Existing Structure to be removed

LIMITS OF REMOVAL OF EXISTING STRUCTURE - POST & BEAM RAILING WITH RECESSED CURB

11/18/2019 4:09:18 PM

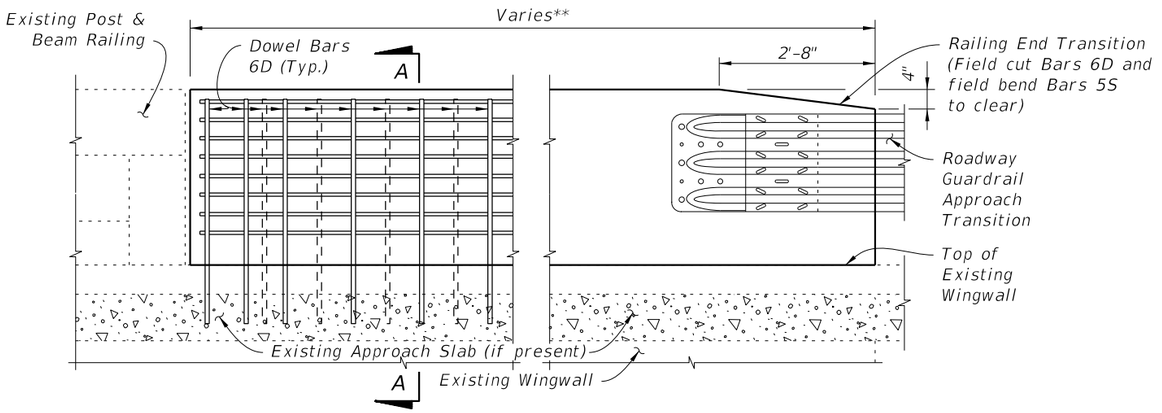
LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT FY 2020-21 STANDARD PLANS	GUARDRAIL TRANSITIONS-EXISTING POST & BEAM BRIDGE RAILINGS (NARROW & RECESSED CURBS)	INDEX 521-404	SHEET 4 of 8



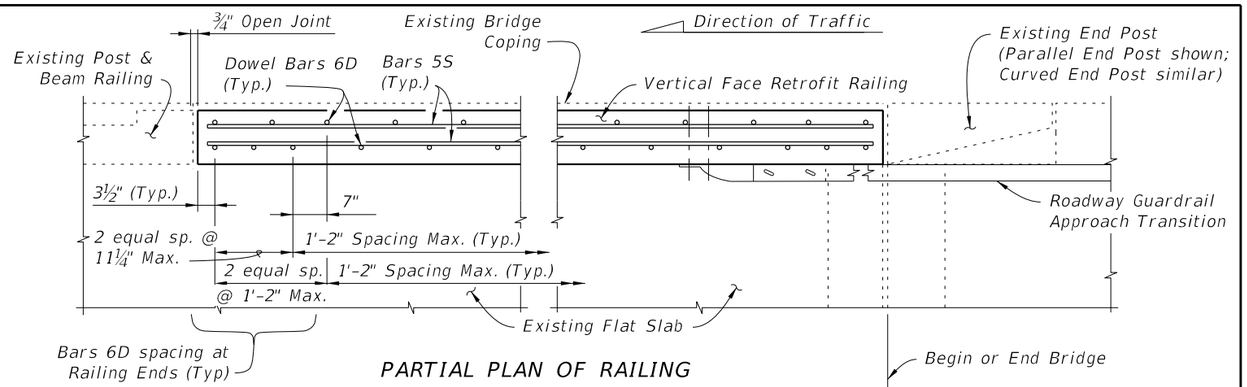
* Match width of existing Deck Joint at Begin or End Bridge (if present).

** See Limits of Removal of Existing Structure Sheet 4 of 8.

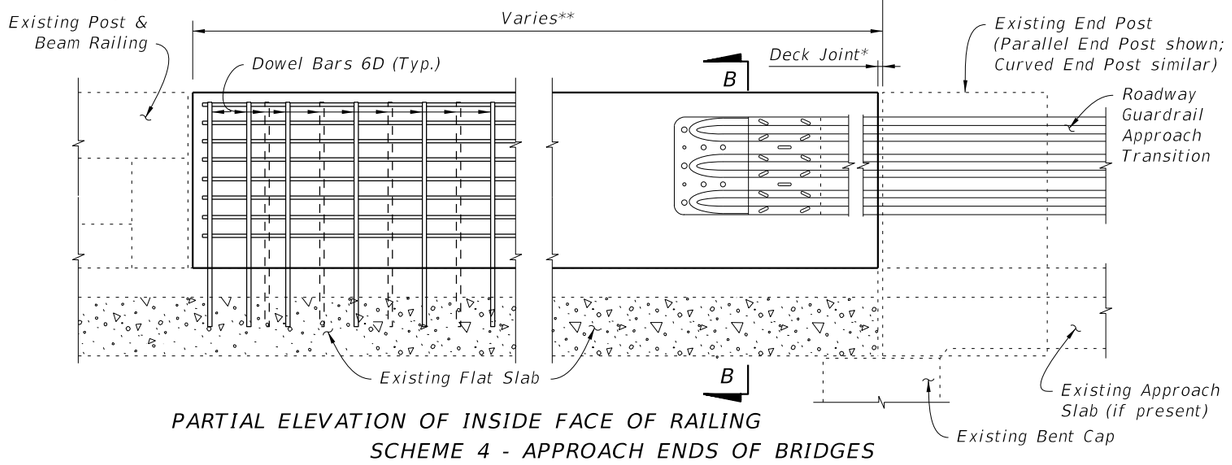
PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING



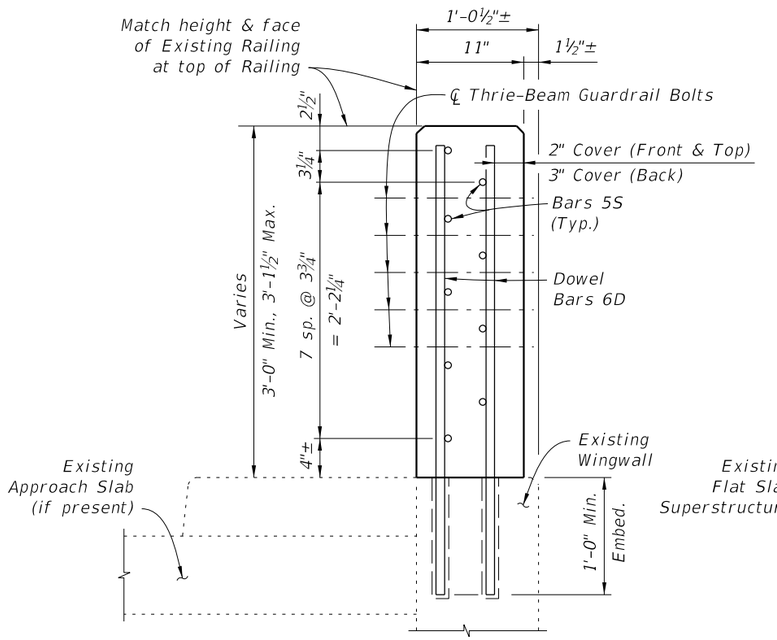
PARTIAL PLAN OF RAILING



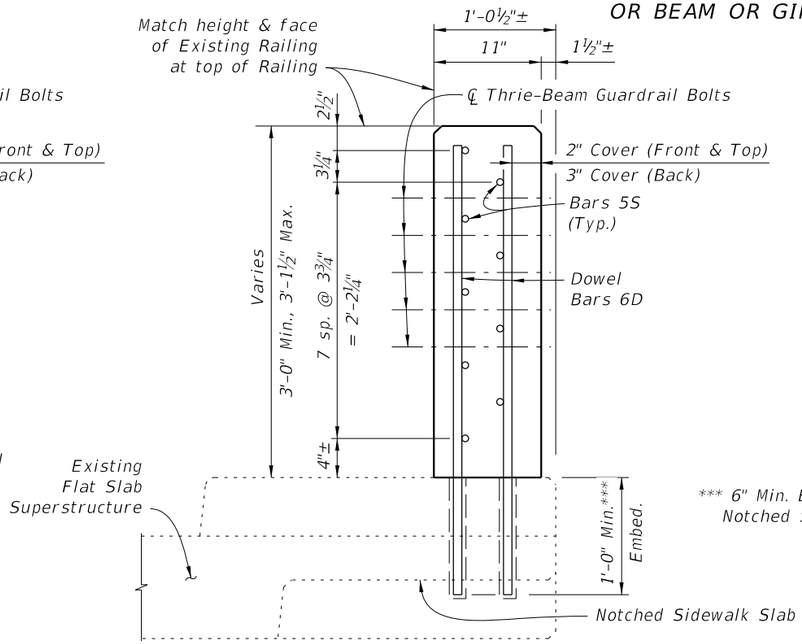
PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEME 3 - APPROACH ENDS OF BRIDGES WITH BEAM OR GIRDER SUPERSTRUCTURE

SCHEME 4 - APPROACH ENDS OF BRIDGES WITH FLAT SLAB SUPERSTRUCTURE & PARALLEL WINGWALLS (SHOWN) OR BEAM OR GIRDER SUPERSTRUCTURE & PARALLEL OR CURVED WINGWALLS (SIMILAR)



SECTION A-A



SECTION B-B

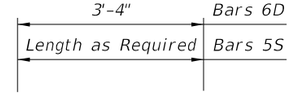
*** 6" Min. Embed. with Notched Sidewalk Slab.

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/FT	0.102
Reinforcing Steel	LB/FT	17.97

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAM

BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
D	6	3'-4"
S	5	AS REQD.



BARS 6D & 5S

REINFORCING STEEL NOTES:
1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the railing on a retaining wall shall be the same as detailed for a bridge deck.
3. All reinforcing steel in the Vertical Face Retrofit Railing shall have a 2" minimum cover.

VERTICAL FACE RETROFIT RAILING DETAILS - POST & BEAM RAILING WITH RECESSED CURB

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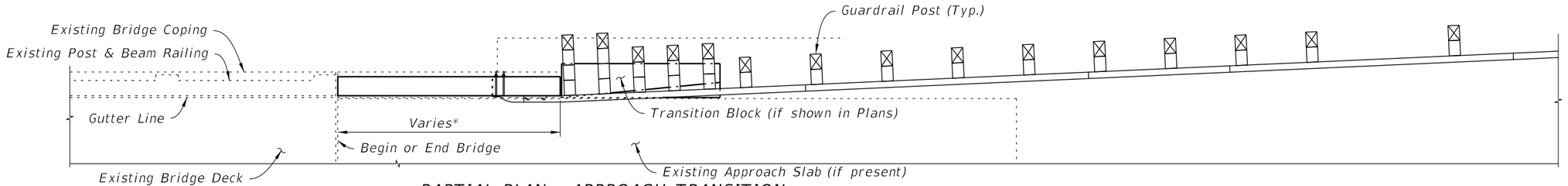
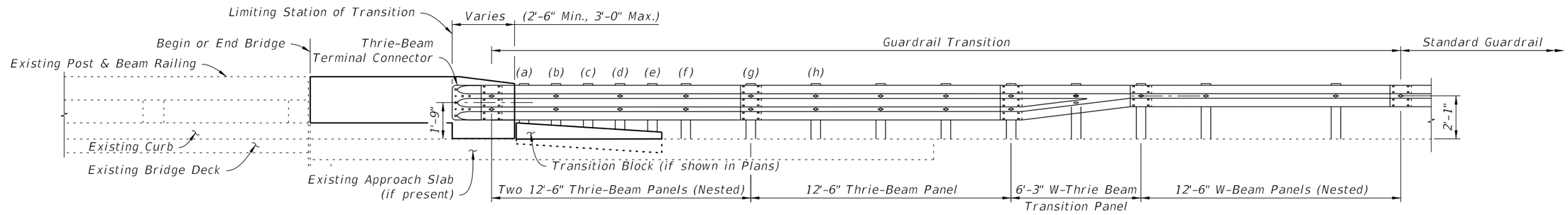


PARTIAL PLAN - APPROACH TRANSITION

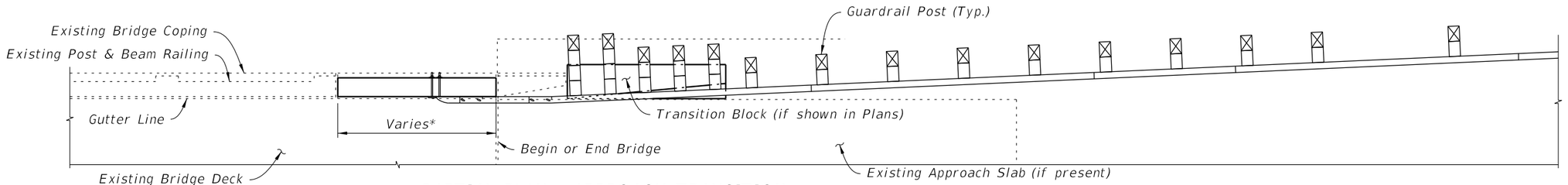
Direction of Adjacent Traffic



PARTIAL ELEVATION - APPROACH TRANSITION

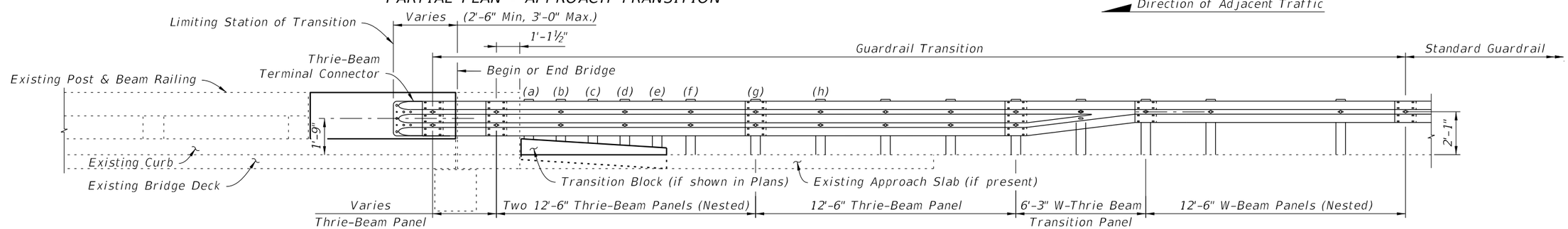
SCHEMES 1 & 3

(Narrow Curb Shown, Recessed Curb Similar)



PARTIAL PLAN - APPROACH TRANSITION

Direction of Adjacent Traffic



PARTIAL ELEVATION - APPROACH TRANSITION

SCHEMES 2 & 4

(Narrow Curb Shown, Recessed Curb Similar, Flat Slab Superstructure Shown, Beam or Girder Superstructure Similar)

* See Limits of Removal of Existing Structure, Sheets 2 of 8 and 4 of 8.

GUARDRAIL TRANSITION DETAILS - SHEET 1 OF 2

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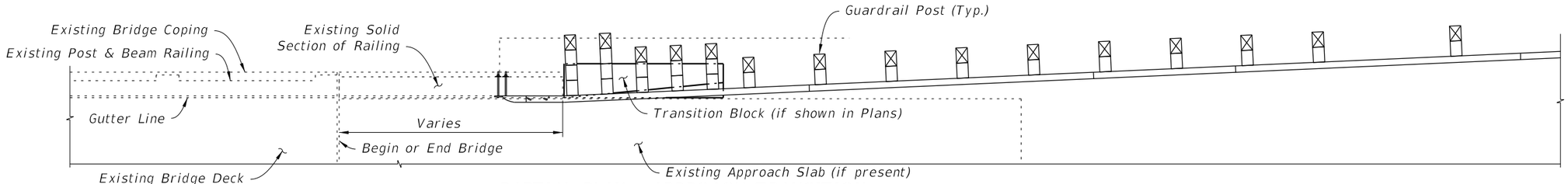
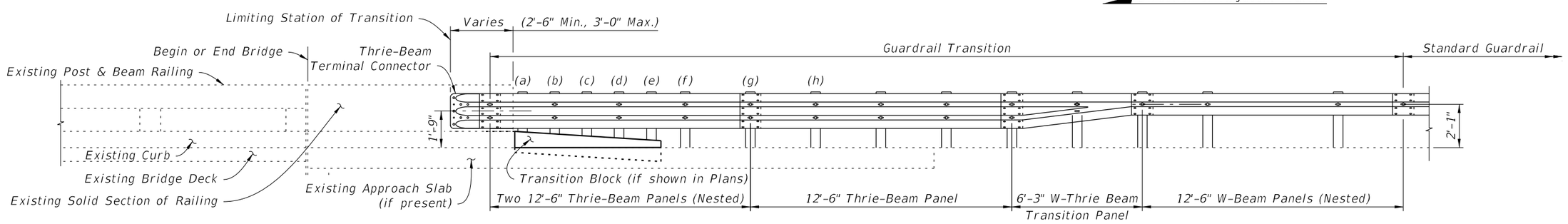


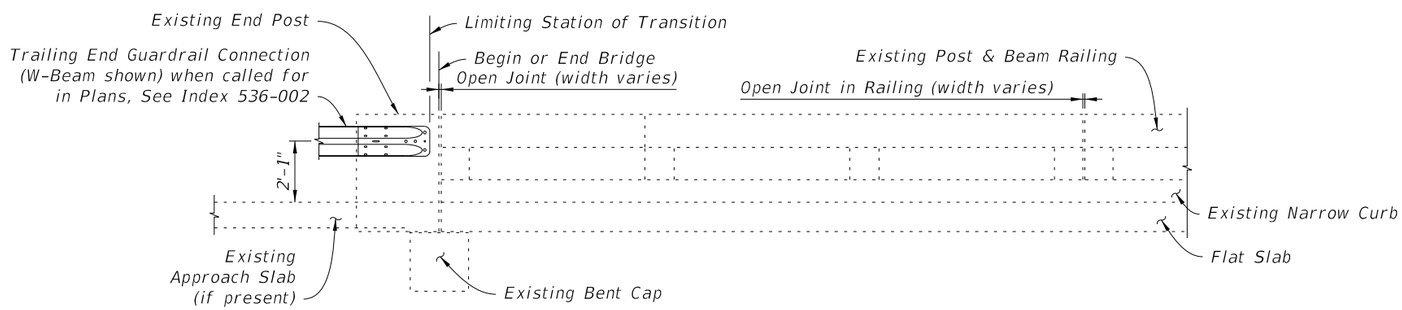
PARTIAL PLAN - APPROACH TRANSITION



PARTIAL ELEVATION - APPROACH TRANSITION

SCHEME 5

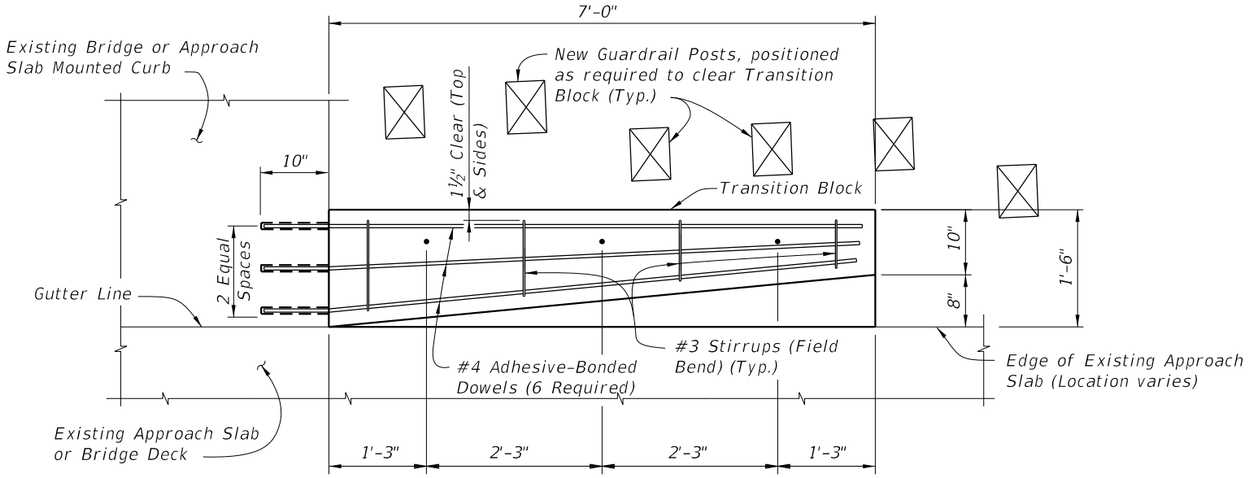
(Narrow Curb shown; Recessed Curb similar)



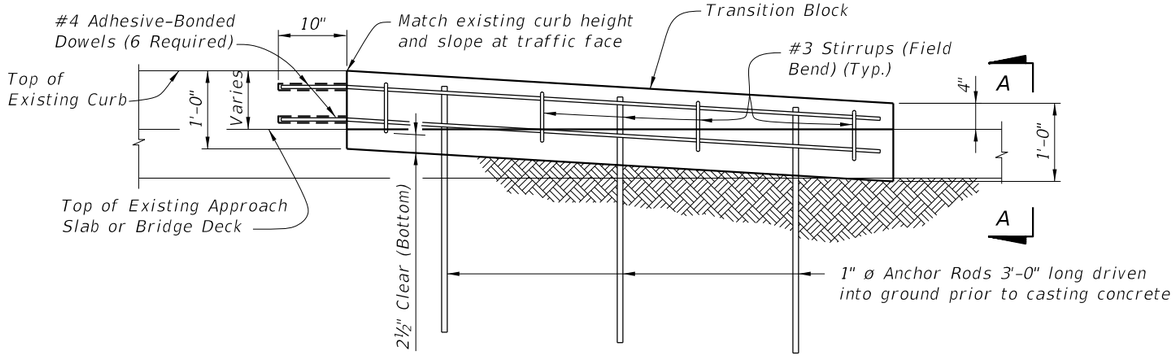
PARTIAL ELEVATION - TRAILING END TRANSITION

(Narrow Curb Scheme 2 shown; All other Schemes similar)

SCHEME 6

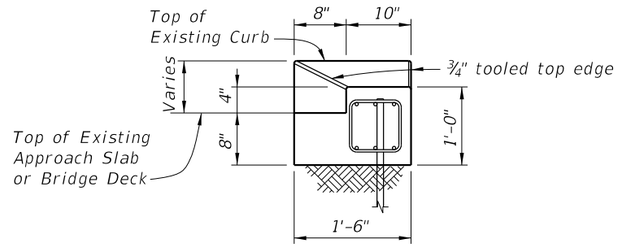


PLAN VIEW OF TRANSITION BLOCK
(GUARDRAIL NOT SHOWN FOR CLARITY)

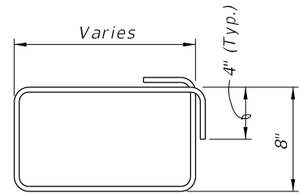


ELEVATION OF TRANSITION BLOCK
(GUARDRAIL AND POSTS NOT
SHOWN FOR CLARITY)

ESTIMATED QUANTITIES PER TRANSITION BLOCK		
ITEM	UNIT	QUANTITY
Concrete Class II (Bridge Deck)	CY	0.4
Reinforcing Steel	LB	61



END VIEW A-A



#3 STIRRUP (FIELD BEND)

NOTES:

ANCHOR RODS: Steel Anchor Rods shall be ASTM A36, ASTM A709 Grade 36 or ASTM A615 Grade 60 hot-dip galvanized in accordance with Specification Section 962.

ADHESIVE-BONDED DOWELS: Adhesive Bonded Dowels are shown installed in an existing curb or sidewalk integrally reinforced with Approach Slab, Wingwall or Bridge Deck. For installations in existing detached curbs or sidewalks, install dowels in available sound concrete.

Shift bars (as needed) to install six dowels into existing bridge or approach slab mounted curb.

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GENERAL NOTES

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

REINFORCING STEEL: Reinforcing steel shall be ASTM A615, Grade 60, except Expansion Dowel Bar B which shall be ASTM A36 smooth round bar hot-dip galvanized in accordance with the Specifications.

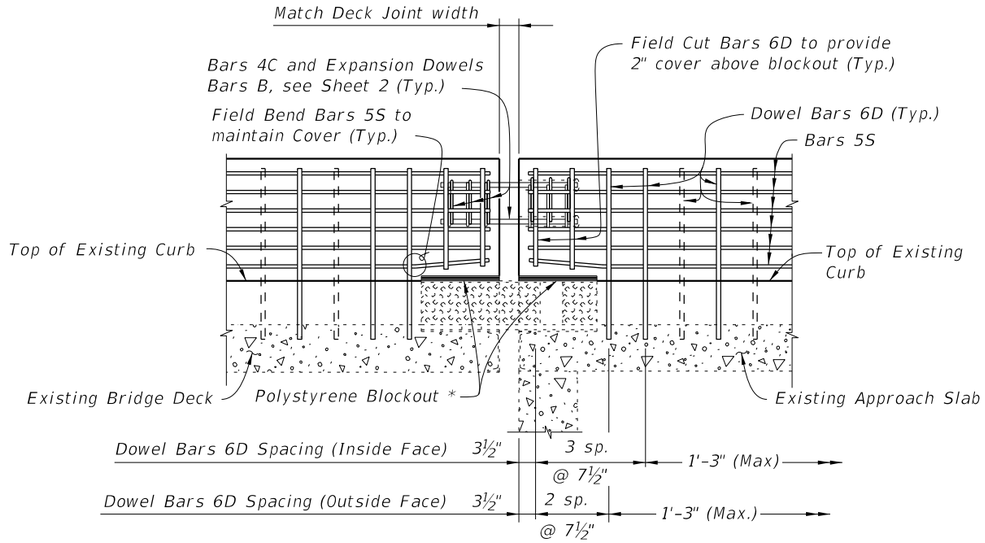
EXPANSION SLEEVE ASSEMBLY: Pipe sleeve shall be ASTM D2241 PVC pipe, SDR13.5. End Cap shall be ASTM D2466 PVC socket fitting, Schedule 40. End of Sleeve assembly at railing open joint shall be sealed with silicone to prevent concrete intrusion during railing casting. A compressible expanded polystyrene plug is required in the opposite end of the assembly for correct dowel positioning during railing casting. Correct dowel positioning is required in order to provide for thermal movement of the deck.

ADHESIVE-BONDED ANCHORS AND DOWELS: Adhesive Bonding Material Systems for Anchors and Dowels shall comply with Specification Section 937 and be installed in accordance with Specification Section 416. The field testing proof loads required by Specification Section 416 shall be 23,800 lbs. for Dowel Bars 6D on the inside face (traffic side) of the railing (1'-0" embedment) and 18,500 lbs for Dowel Bars 6D along the outside face of the traffic railing (5" min. embedment).

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

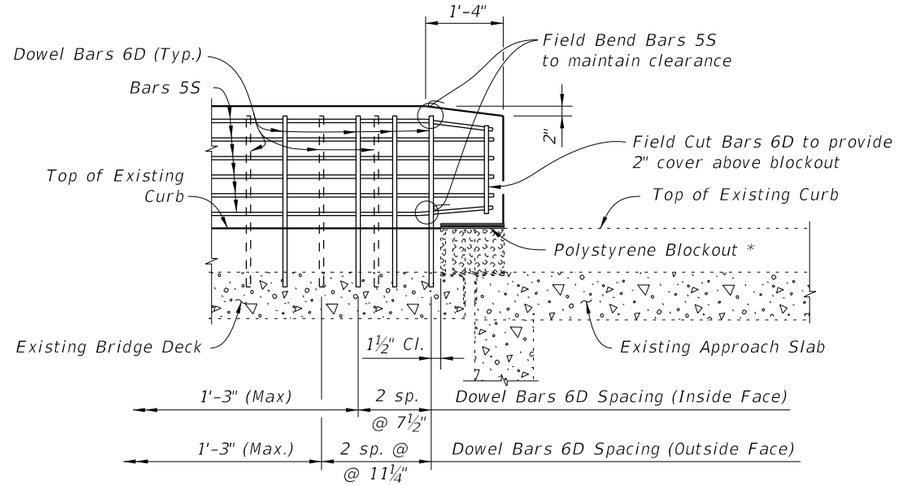
BARRIER DELINEATORS: Barrier Delineators shall meet Specification Section 993. Install barrier delineators on top of the Traffic Railing along the entire length of bridge 2" from the face on the traffic side in accordance with Specification Section 705. Barrier Delineator color (white or yellow) shall match the color of the near edgeline.

PAYMENT: Concrete Traffic Railing – Bridge Retrofit – Post & Beam Railing (each) includes all materials and labor required to demolish a portion of the existing structure where required and to construct the concrete portion of the retrofit railings. Guardrail Approach Transition to Rigid Barriers (EA) includes all transition blocks, and necessary hardware to complete the Guardrail transitions shown.



PARTIAL ELEVATION OF RAILING SHOWING FINGER/SLIDING PLATE JOINT AT BEGIN OR END BRIDGE - SCHEMES 2 THRU 5

* Place 1" thick polystyrene blockout over limits of bridge deck expansion joint full width to the end of the Traffic Railing to allow for thermal movement. Seal Forms to prevent mortar leakage into the expansion joint.



PARTIAL ELEVATION OF RAILING SHOWING FINGER/SLIDING PLATE JOINT AT BEGIN OR END BRIDGE - SCHEME 1
(Guardrail Transition not shown for clarity)

ESTIMATED TRAFFIC RAILING QUANTITIES			
ITEM	UNIT	QUANTITY	
		9" Curb	Increment
Concrete	CY/FT	0.064	0.003 per in. height
Reinforcing Steel	LB/FT	13.27	0.10 per in. length

(Quantities are based on a 9" curb, no curb cross slope and 1'-0" embedment length of Bars 6D. If the curb height or embedment length differs from that shown, increase or decrease quantity by the given per inch increment.)

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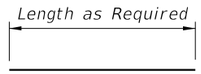
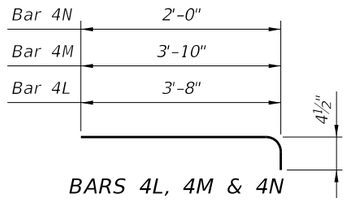
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAM

BILL OF REINFORCING STEEL

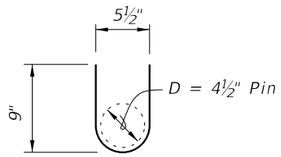
MARK	SIZE	LENGTH	NOTE NOS.
A	4	AS REQD.	3
B	1" Ø	2'-0"	2 & 5
C	4	2'-0"	1, 2 & 3
D	6	AS REQD.	2 & 3
L	4	4'-1"	1 & 3
M	4	4'-3"	1 & 3
N	4	2'-5"	1 & 3
S	5	AS REQD.	2, 3 & 4



BARS 4A, B, 6D & 5S

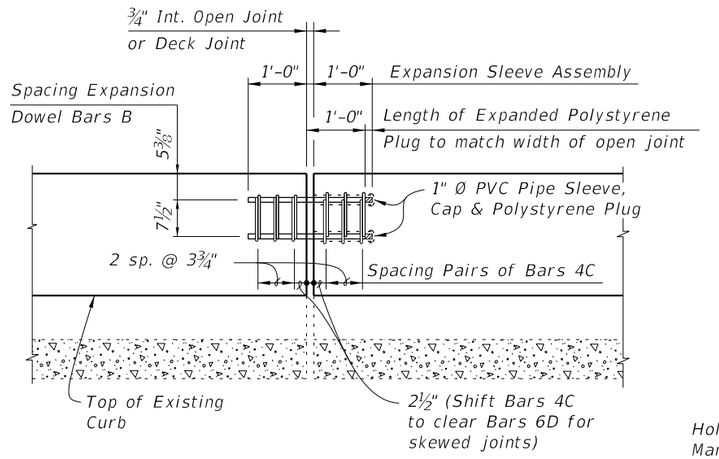


BARS 4L, 4M & 4N

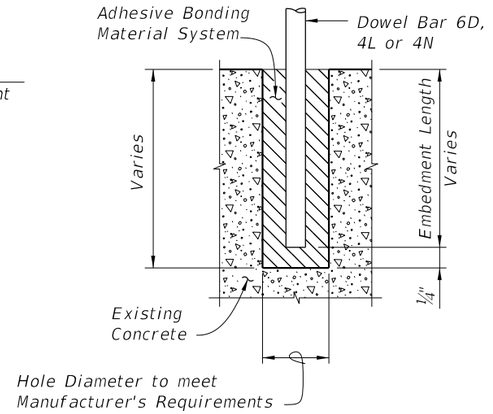


BARS 4C
(12 required per open joint)

REINFORCING STEEL NOTES:
1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the railing on a retaining wall shall be the same as detailed for a bridge deck.
3. All reinforcing steel in the Vertical Face Retrofit Railing shall have a 2" minimum cover.
4. Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-0".
5. Expansion Dowel Bars B shall be ASTM A36 smooth round bar and hot-dip galvanized in accordance with the Specifications.



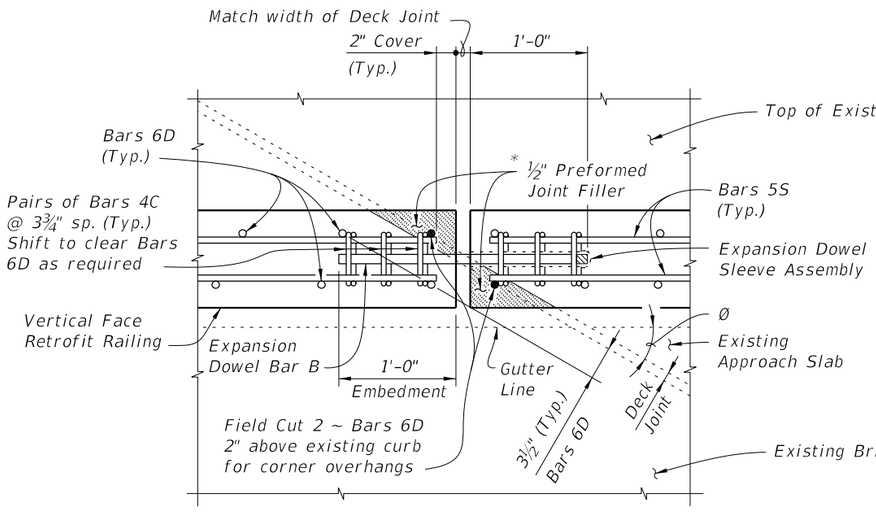
OPEN JOINT EXPANSION DOWEL DETAIL
(Railing Reinforcing Not Shown For Clarity)



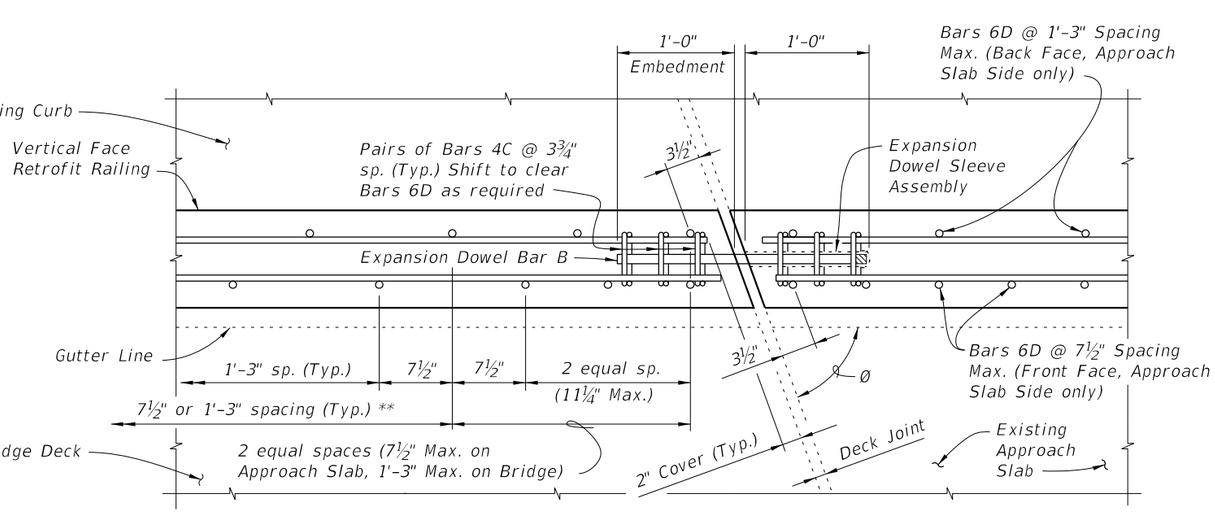
DOWEL DETAIL

Dowel Installation Note:
Shift dowel holes to clear if the existing reinforcement is encountered.

* ½" Preformed Joint Filler at top of Existing Curb shall extend beyond the joint material (Silicone, poured rubber, armored neoprene seal or sliding plates) as shown to prevent concrete intrusion during railing casting and shall be placed so as not to restrict in any way normal joint movement.



PARTIAL PLAN OF RAILING (SKEW ANGLE Ø LESS THAN 70°)



PARTIAL PLAN OF RAILING (SKEW ANGLE Ø = 70° OR GREATER)

SKEW DETAIL

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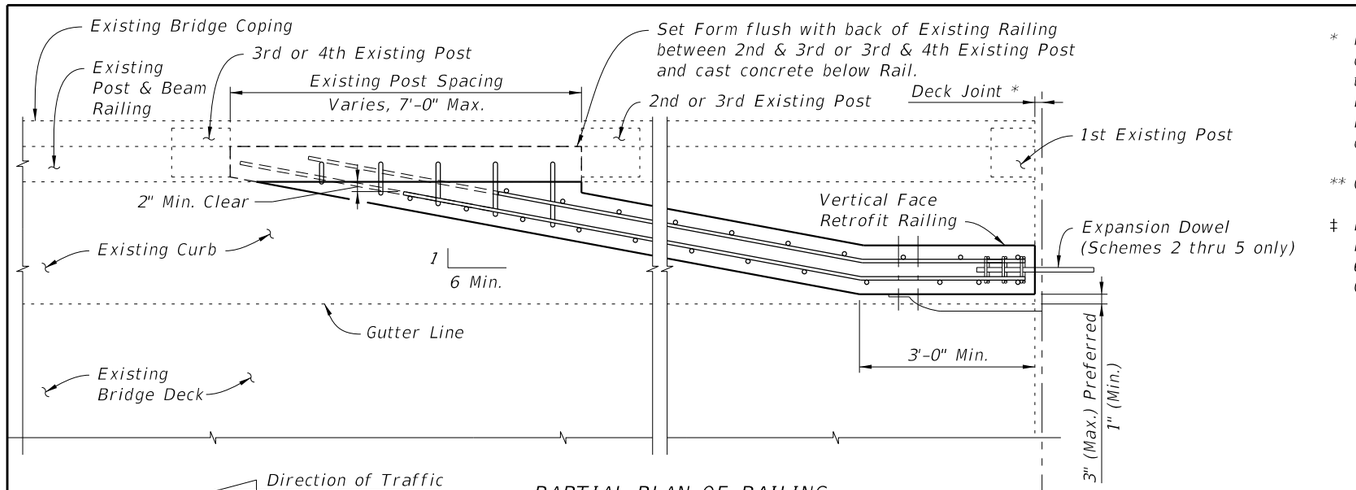
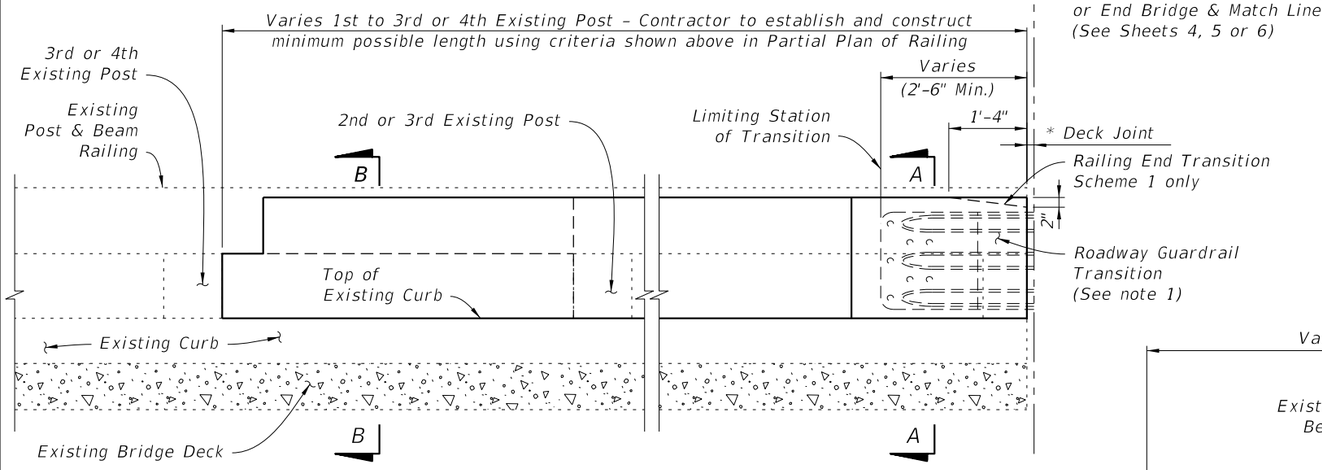


PARTIAL PLAN OF RAILING



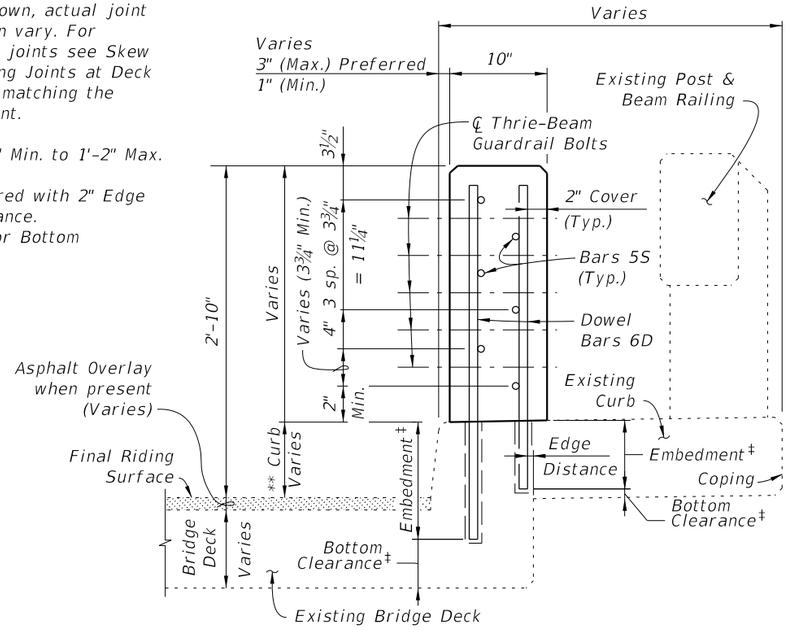
PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies & Bars 4C not shown for clarity)

Front Face of Backwall, Begin or End Bridge & Match Line (See Sheets 4, 5 or 6)

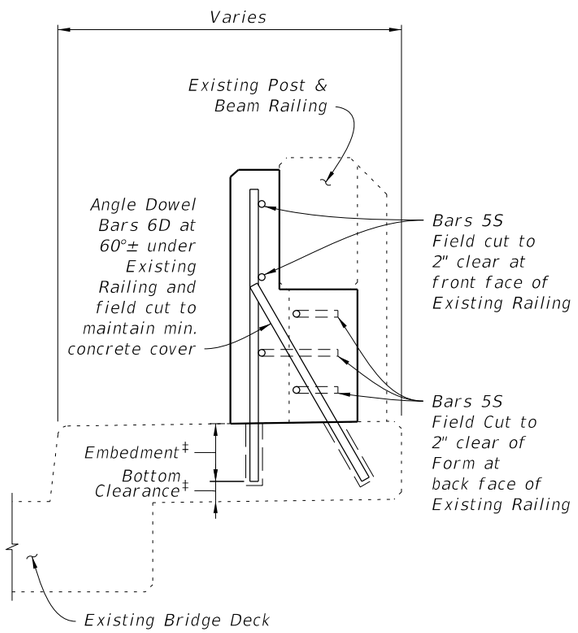
* Non skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail. Provide open Railing Joints at Deck Expansion Joint locations matching the dimension of the Deck Joint.

** Curb heights vary from 5" Min. to 1'-2" Max.

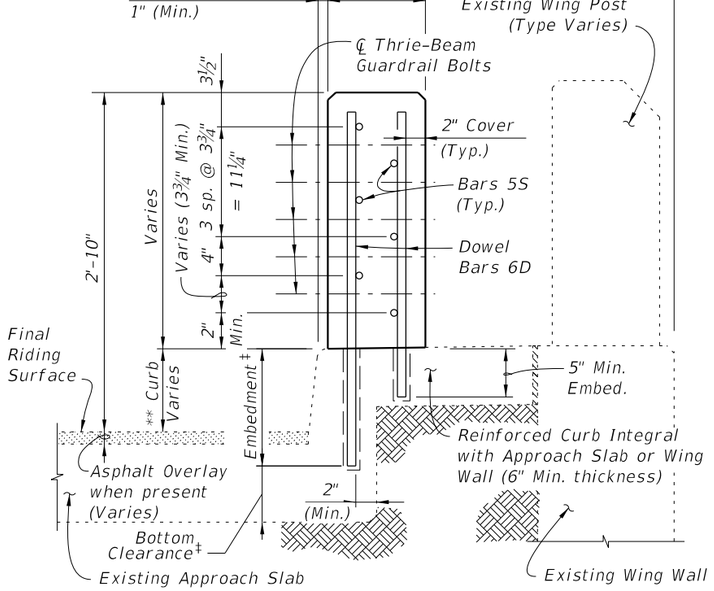
‡ Embedment – 1'-0" preferred with 2" Edge Distance or Bottom Clearance. 6" Min. if Edge Distance or Bottom Clearance is less than 2".



SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



SECTION B-B



SECTION C-C
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 2 AND 3 ONLY)

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:

1. On approach end provide a Roadway Guardrail Transition, Index No. 402 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2, 3, 4 or 5, Sheets 4, 5 and 6. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of trailing end see Roadway Plans.

2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

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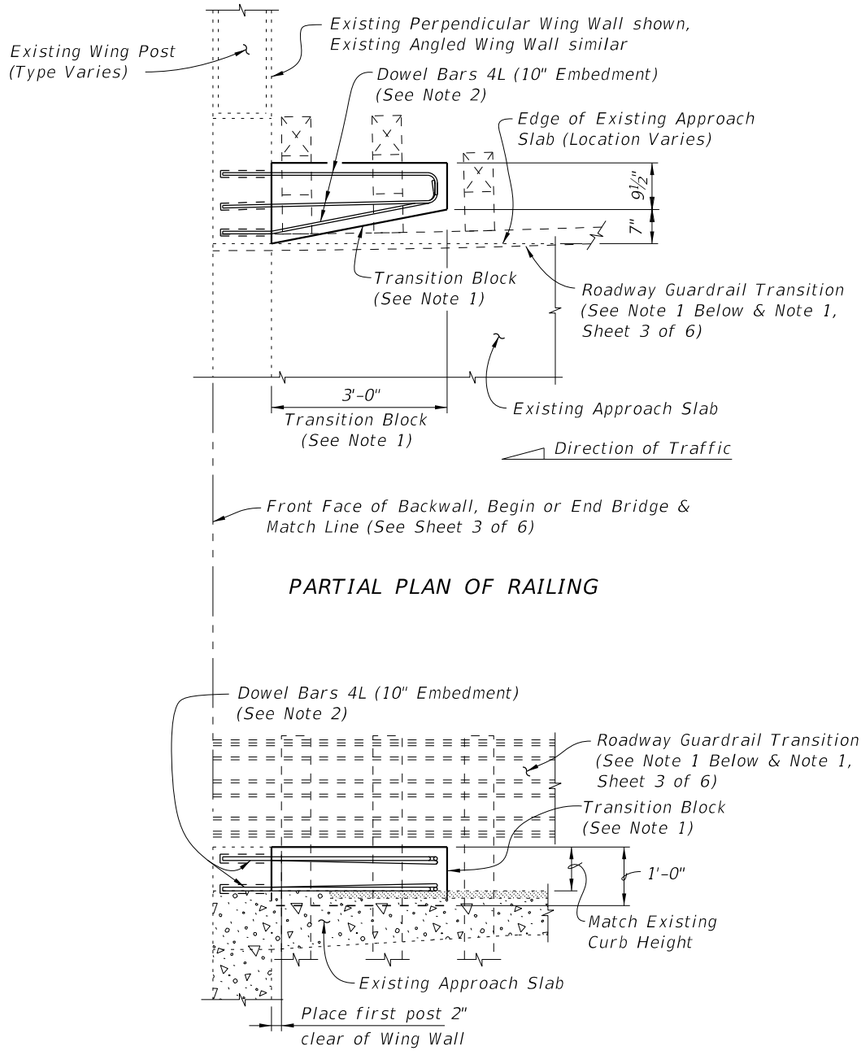


PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL
(Existing Wing Post not shown for clarity)

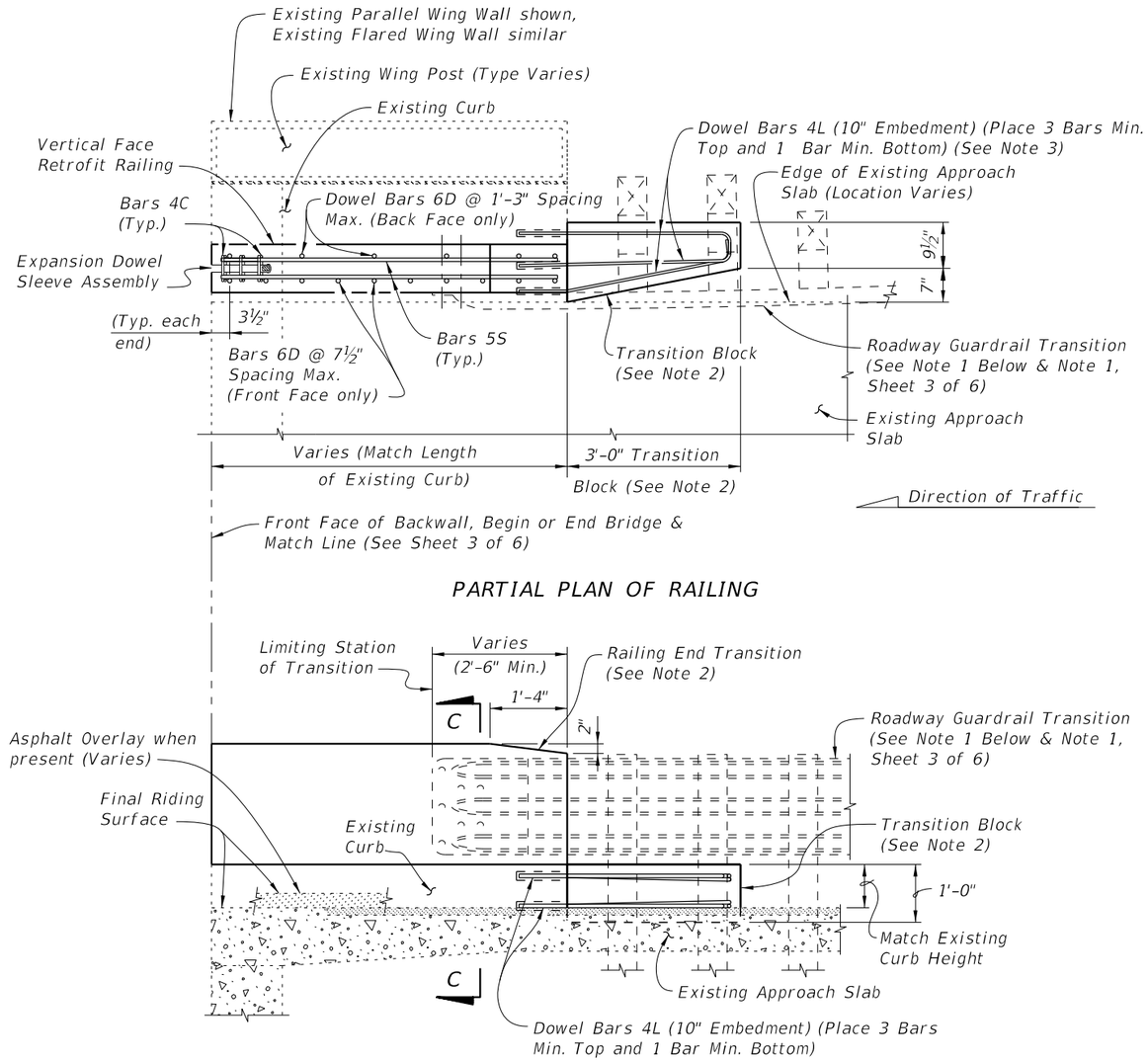
SCHEME 1
RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 2
RAILING END TREATMENT FOR PARALLEL CURBS

SCHEME 2 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 3 of 6. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.

2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

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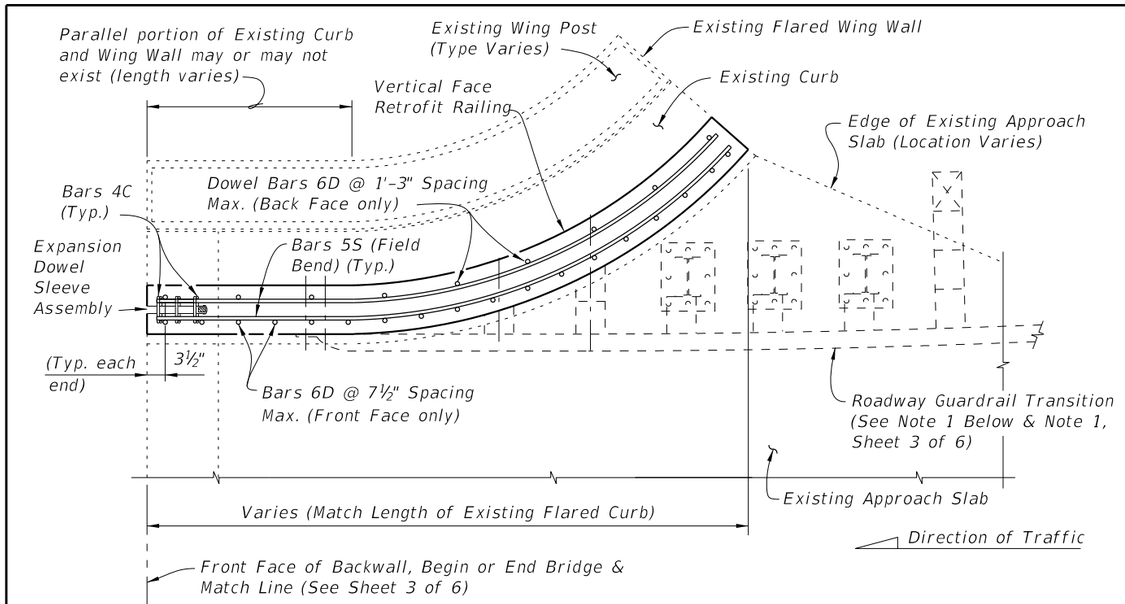
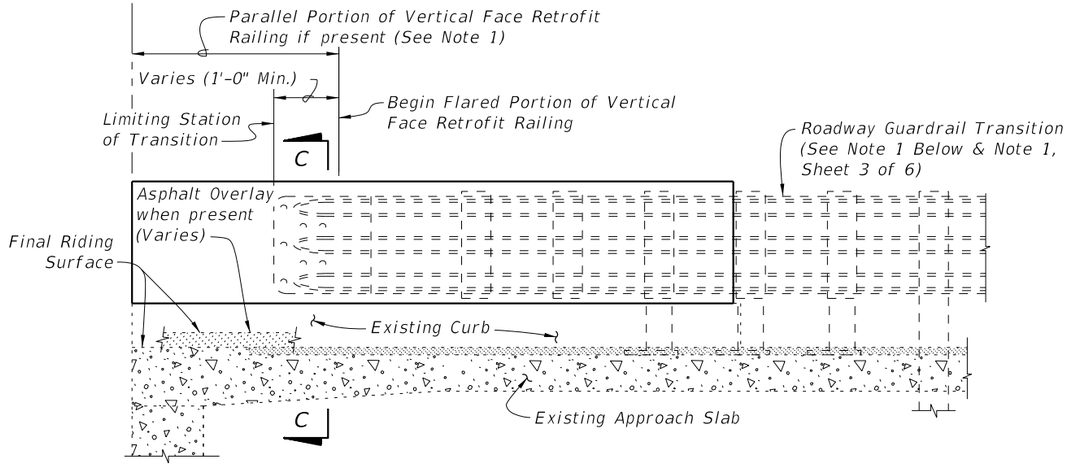
07/01/13			FY 2020-21 STANDARD PLANS	GUARDRAIL TRANSITIONS - EXISTING POST & BEAM BRIDGE RAILINGS (WIDE CURBS)	521-405	4 of 6



PARTIAL PLAN OF RAILING

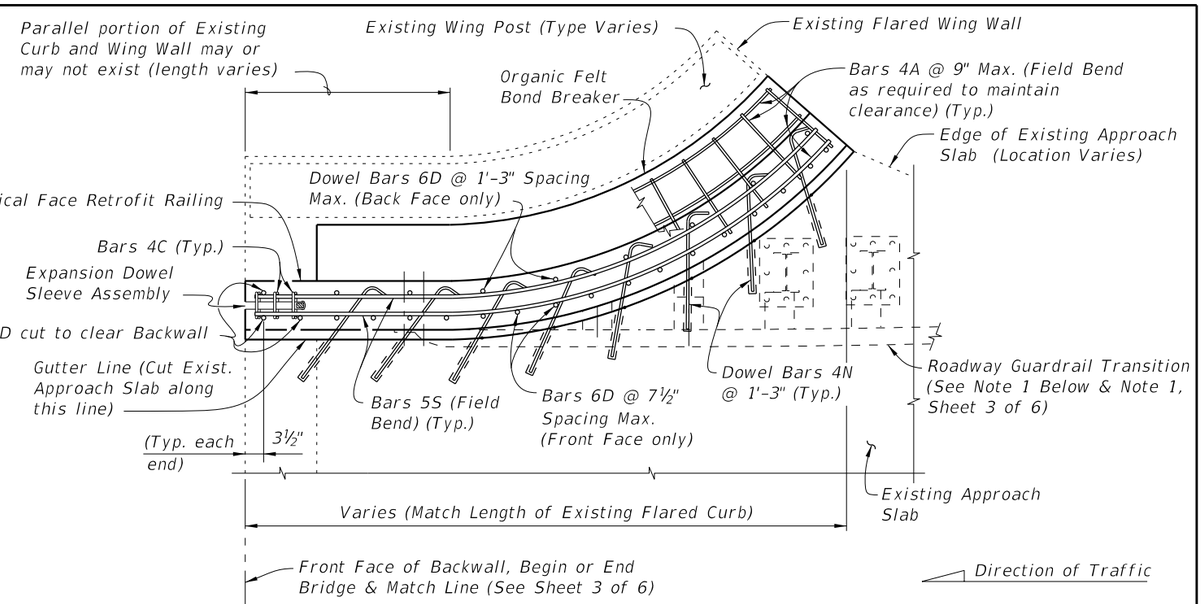


PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

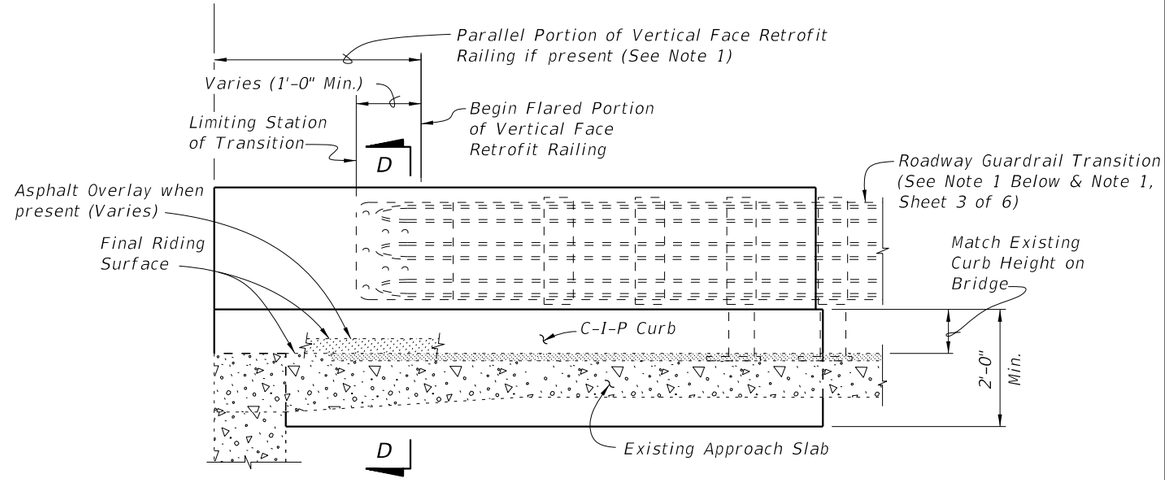
SCHEME 3
RAILING END TREATMENT FOR FLARED CURBS

SCHEME 3 NOTE:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 3 of 6.



PARTIAL PLAN OF RAILING

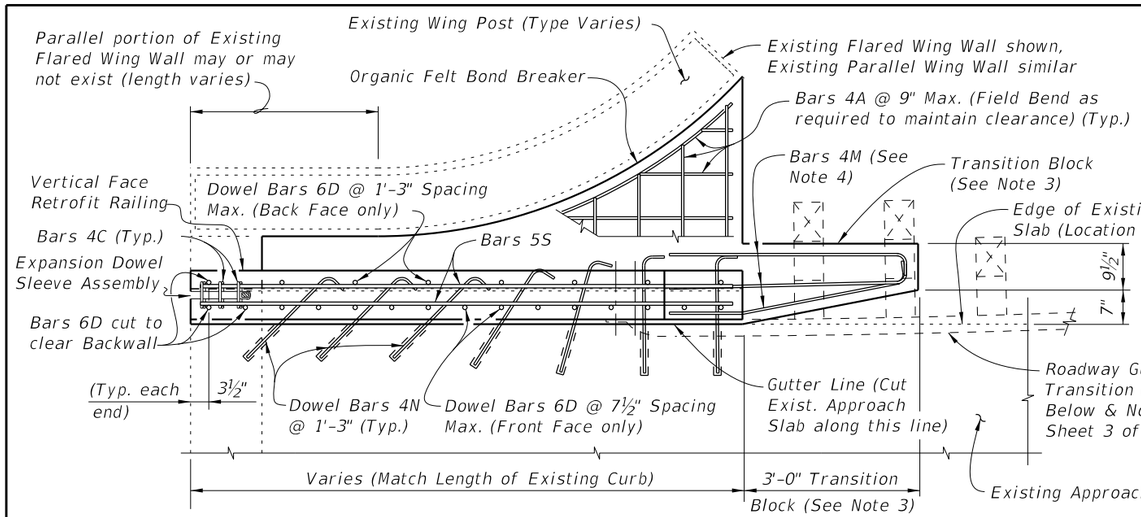


PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

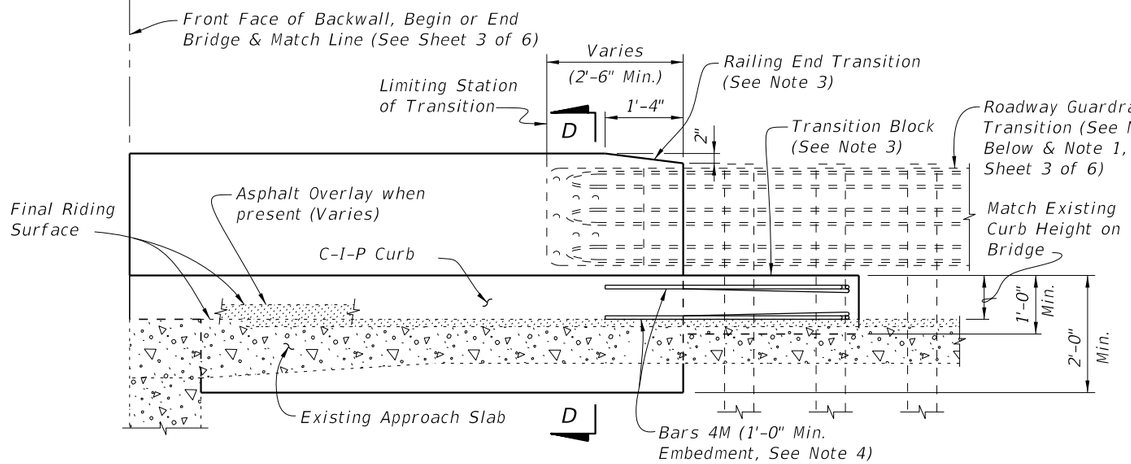
SCHEME 4
RAILING END TREATMENT FOR FLARED CURBS

SCHEME 4 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 3 of 6.
2. Dowel Bars 4N may be installed on a maximum angle of 45° to the cut edge of the Approach Slab as shown to facilitate drilling of holes and installation of bars.
3. At the Contractor's option, along the length of the Approach Slab curb that is to be replaced, Dowel Bars 6D may be cast in with the new section of curb as shown or they may be installed in drilled holes in the new section of curb using an Adhesive Bonding Material System with a 1'-0" minimum embedment.

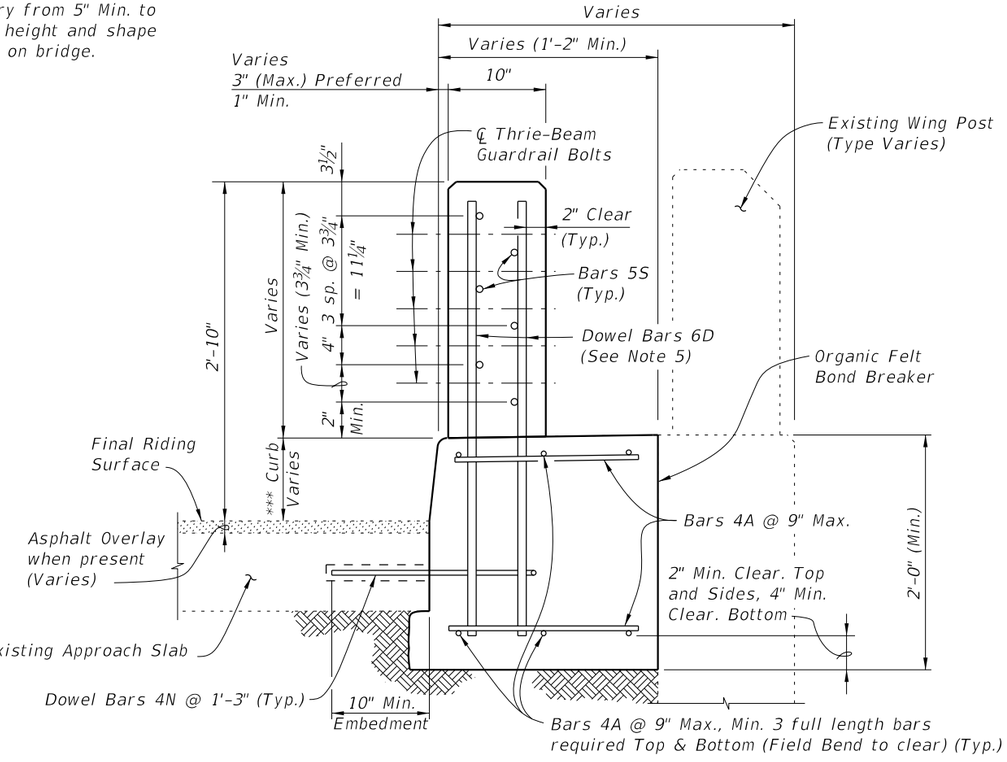


PARTIAL PLAN OF RAILING

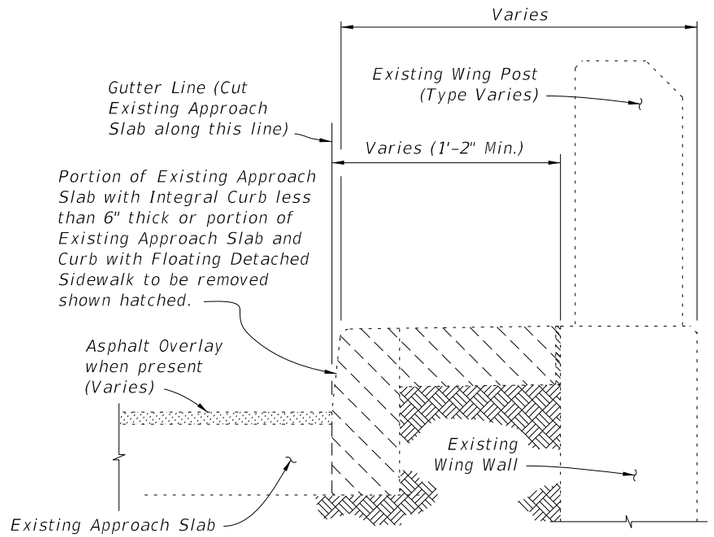


PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

*** Curb heights vary from 5" Min. to 10" Max. Match height and shape of existing curb on bridge.



SECTION D-D
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEME 4 SHOWN, SCHEME 5 SIMILAR)



TYPICAL SECTION THRU EXISTING APPROACH
SLAB AND END BENT WING WALL SHOWING LIMITS OF REMOVAL
(SCHEMES 4 AND 5 ONLY)

SCHEME 5
RAILING END TREATMENT FOR PARALLEL CURBS

SCHEME 5 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 3 of 6.

2. Dowel Bars 4N may be installed on a maximum angle of 45° to the cut edge of the Approach Slab as shown to facilitate drilling of holes and installation of bars.

3. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

5. At the Contractor's option, along the length of the Approach Slab curb that is to be replaced, Dowel Bars 6D may be cast in with the new section of curb as shown or they may be installed in drilled holes in the new section of curb using an Adhesive Bonding Material System with a 1'-0" minimum embedment.

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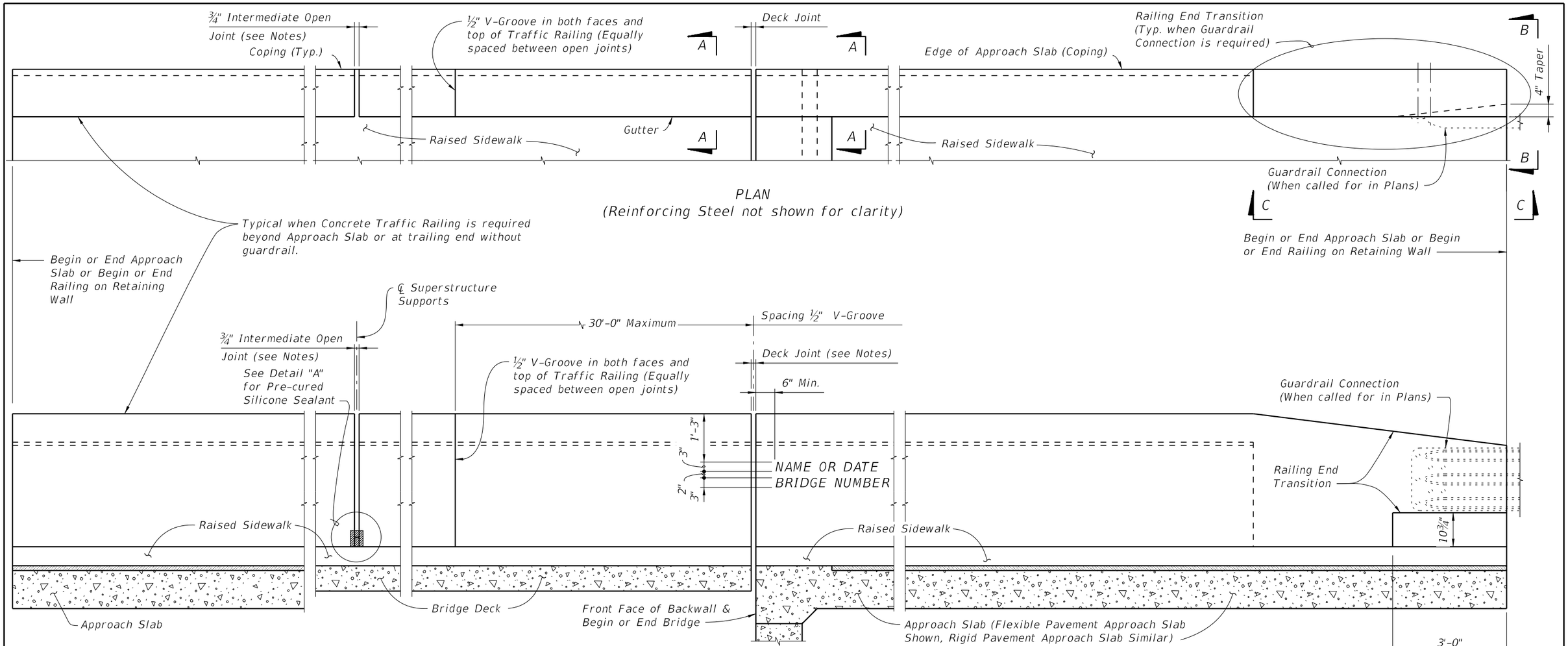

PLAN
(Reinforcing Steel not shown for clarity)

ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)

CROSS REFERENCE:
For Section A-A, View B-B and View C-C, see Sheet 2.
For Detail "A" see Sheet 3.

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other safety shape railings which have been crash tested to NCHRP Report 350 TL-4 and MASH TL-4 Criteria.

CONCRETE AND REINFORCING STEEL : See Structures Plans, General Notes.
GUARDRAIL : For Guardrail Connection details, see Index 536-001.
RAILINGS ON RETAINING WALLS : If the Traffic Railing is to be provided on a retaining wall, the railing section will be the same as shown on Sheet 2 Section A-A. All other details such as the End Transition, Guardrail Connection, the maximum spacing of the ¾" open joints and ½" V-Groove shall apply.
BARRIER DELINEATORS : Install Barrier Delineators on top of the Traffic Railing 2" from the face on the traffic side in accordance with Specification Section 705. Match the Barrier Delineator to the color (white or yellow) of the near edgeline.
V-GROOVES : Construct ½" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between ¾" Open Joints and/or Deck Joints and at V-Groove locations on Retaining Wall footings.
END TRANSITIONS: When guardrail approaches are shown in the Plans, provide the Railing End Transition as shown.

NAME, DATE, AND BRIDGE NUMBER : 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.
JOINTS : See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Index 521-427.

Provide ¾" Intermediate Open Joints at :
(1) - Superstructure supports where slab is continuous.
(2) - Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

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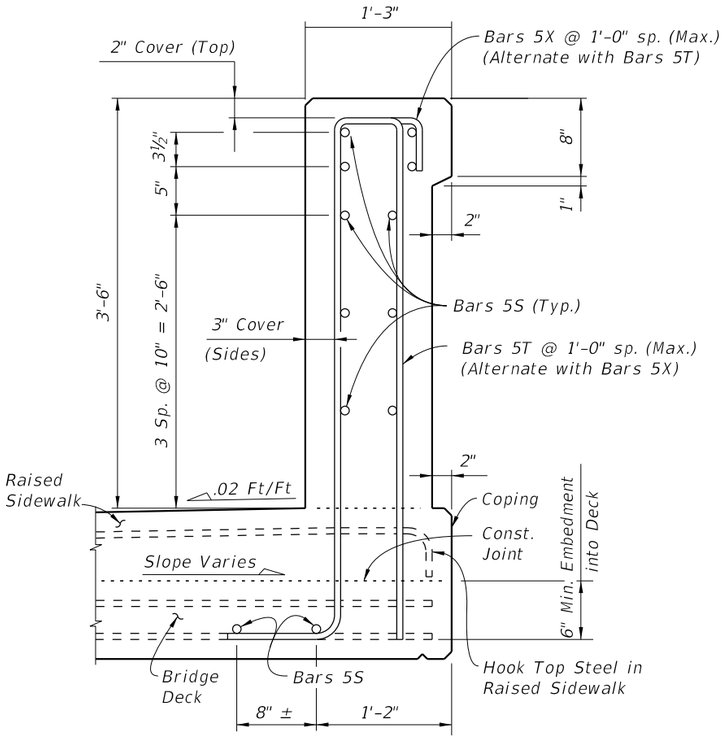
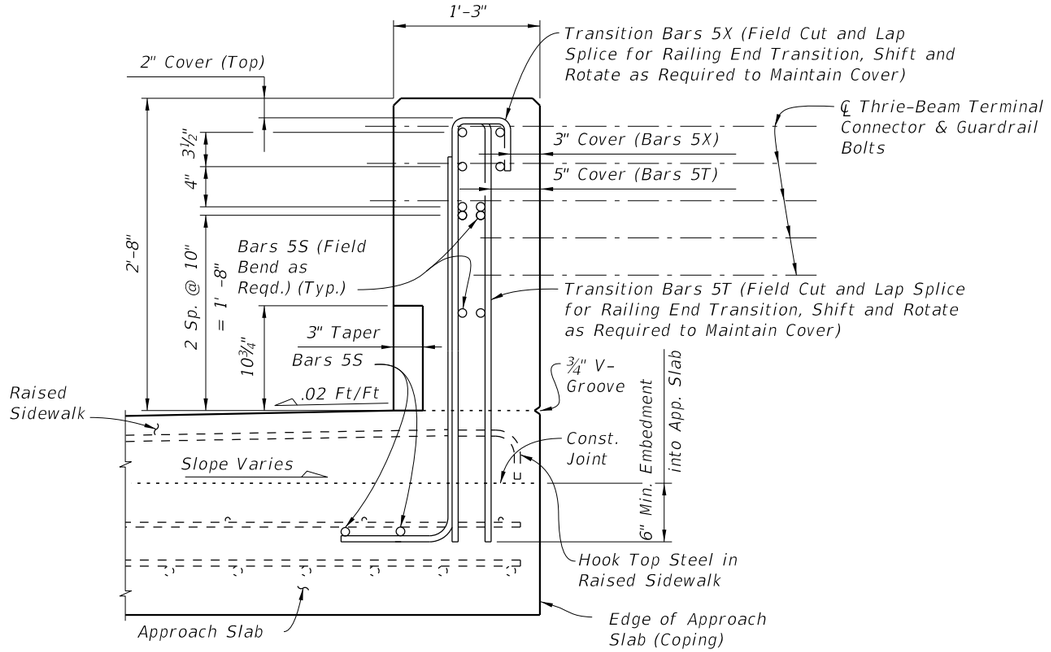
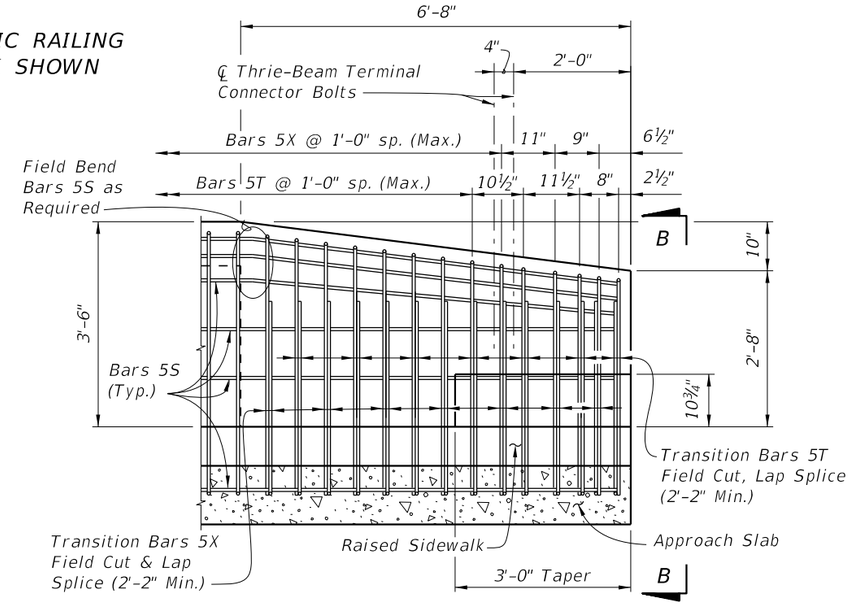
11/01/18						521-422	1 of 3



SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
SECTION THRU BRIDGE DECK SHOWN



VIEW B-B
(END VIEW OF TRAFFIC RAILING END TRANSITION)
(Approach Slab shown, Retaining Wall Junction Slab similar)



VIEW C-C
RAILING END TRANSITION
(Guardrail Not Shown For Clarity)

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

NOTES:

1. *Begin placing Railing Bars 5T and 5X on Approach Slab at the railing end and proceed toward Begin or End Bridge to avoid conflict with guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5T and 5X shall be made immediately adjacent to Begin or End Bridge. Cut, shift and rotate Bars 5T and 5X as required to maintain cover in Railing End Transition.*

2. *Omit Railing End Transition and Guardrail if Concrete Traffic Railing is used beyond the Approach Slab or Retaining Wall. See Structures Plans, Plan and Elevation Sheet and Roadway Plans. If Taper and Railing End Transition is omitted, extend Typical Section to end of the Approach Slab or limiting station on Retaining Wall, and space Bars 5T and 5X at 1'-0" (Typ.)*

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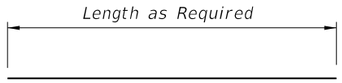
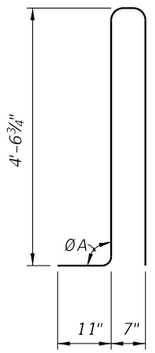
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

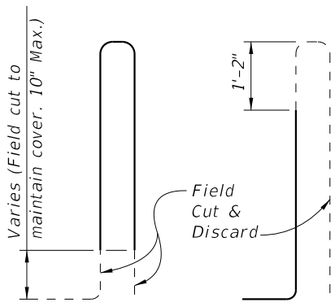
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
S	5	As Reqd.
T	5	10'-8"
X	5	6'-9"

ROADWAY CROSS-SLOPE	ØA	
	LOW GUTTER	HIGH GUTTER
0% to 2%	90°	90°
2% to 6%	87°	83°
6% to 10%	84°	96°



BAR 5S

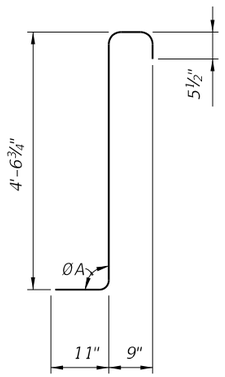


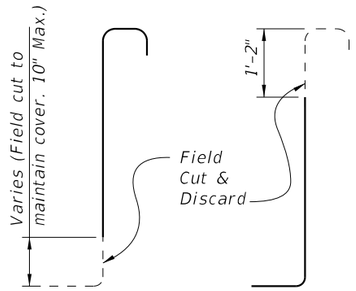


END TRANSITION STIRRUP BARS 5T

To Be Field Cut (7 of each required per Railing End Transition)

STIRRUP BAR 5T





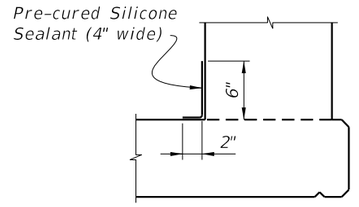
END TRANSITION STIRRUP BARS 5X

To Be Field Cut (7 of each required per Railing End Transition)

STIRRUP BAR 5X

REINFORCING STEEL NOTES:

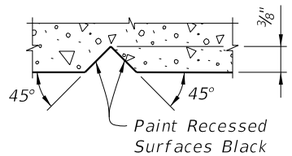
1. All bar dimensions in the bending diagrams are out to out.
2. The 4'-6¾" vertical dimension shown for Bars 5T and 5X is based on a bridge deck with a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and a counter 2% raised sidewalk cross slope. If the raised sidewalk thickness, width or cross slope vary from the above amounts, adjust this dimension accordingly to achieve a 6" minimum embedment into the bridge deck. See Structures Plans, Superstructure and Approach Slab Sheets.
3. The reinforcement for the railing on a retaining wall shall be the same as detailed above with ØA = 90°.
4. All reinforcing steel at the open joints shall have a 2" minimum cover.
5. Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".
6. The Contractor may utilize Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.



DETAIL "A" - SECTION
AT INTERMEDIATE OPEN JOINT

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.



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

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.145
Reinforcing Steel	LB/LF	30.68

(The above quantities are based on a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and counter 2% sidewalk cross slope)

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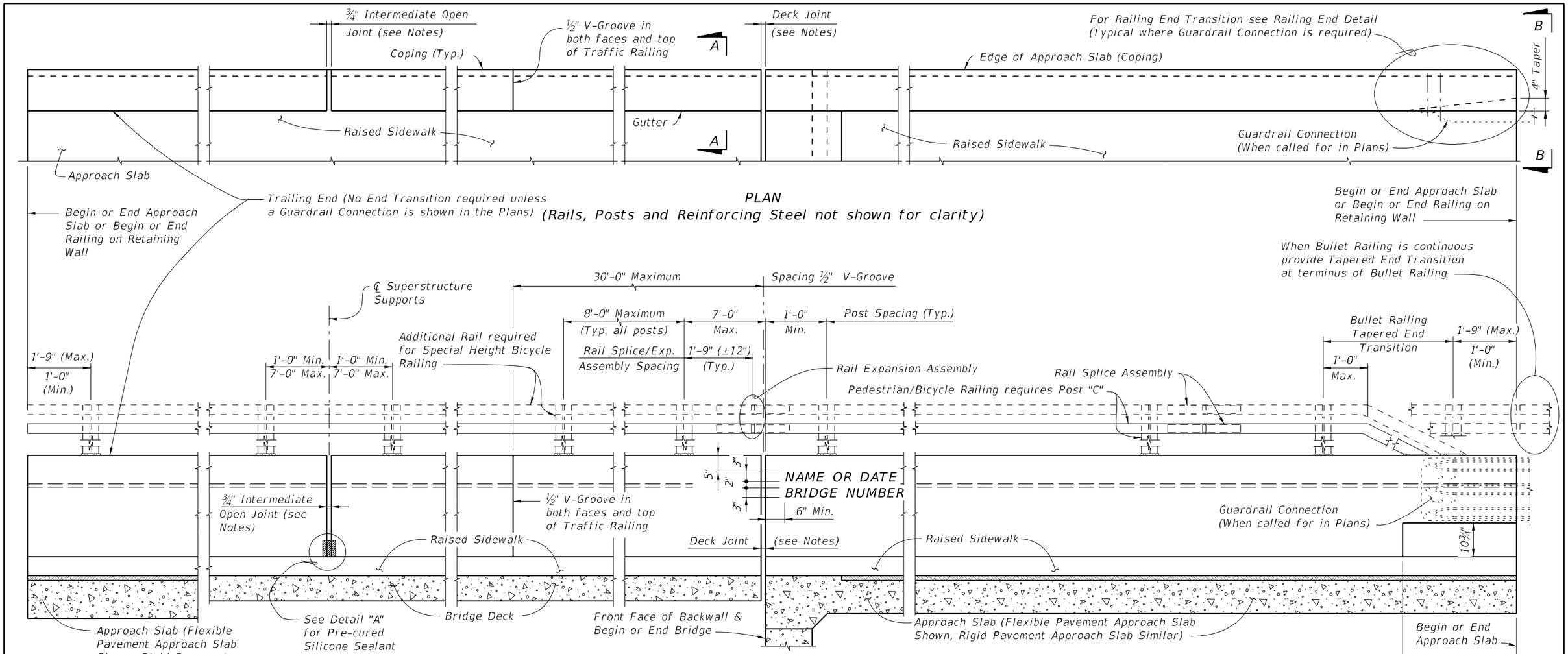

ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other safety shape railings which have been crash tested to NCHRP Report 350 TL-4 and MASH TL-4 Criteria.

CONCRETE AND REINFORCING STEEL : See Structures Plans, General Notes.
GUARDRAIL : For Guardrail Connection details, see Index 536-001.
PEDESTRIAN/BICYCLE RAILING AND SPECIAL HEIGHT BICYCLE RAILING DETAILS : See Index 515-022 for Post, Rail and Rail Splice/Expansion Assembly fabrication and installation Details and Notes.
V-GROOVES : Construct ½" V-Grooves plumb. Space V-Grooves equally between ¾" Open Joints and/or Deck Joints and at V-Groove locations on Retaining Wall footings.
BARRIER DELINEATORS: Install Barrier Delineators on top of the Traffic Railing 2" from the face on the traffic side in accordance with Specification Section 705. Match the Barrier Delineator to the color (white or yellow) of the near edgeline.
END TRANSITION: When guardrail approaches are shown in the plans, provide Railing End Transition.

RAILINGS ON RETAINING WALLS : If the Traffic Railing is to be provided on a retaining wall, the railing section will be the same as shown on Sheet 2. All other details such as the End Transition, Guardrail Connection, the maximum spacing of the ¾" open joints and ½" V-Groove shall apply.
NAME, DATE, AND BRIDGE NUMBER : 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 of 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.
OPEN JOINTS : See Structures Plans, Superstructure, Approach Slab Sheets and Retaining Walls for actual dimensions and joint orientation. Provide open Traffic Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Index 521-427.
Provide ¾" Intermediate Open Joints at :
(1) – Superstructure supports where slab is continuous.
(2) – Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

CROSS REFERENCE:
For Section A-A and View B-B, see Sheet 2.
For Detail "A" see Sheet 3.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (32" VERTICAL SHAPE)	INDEX	SHEET
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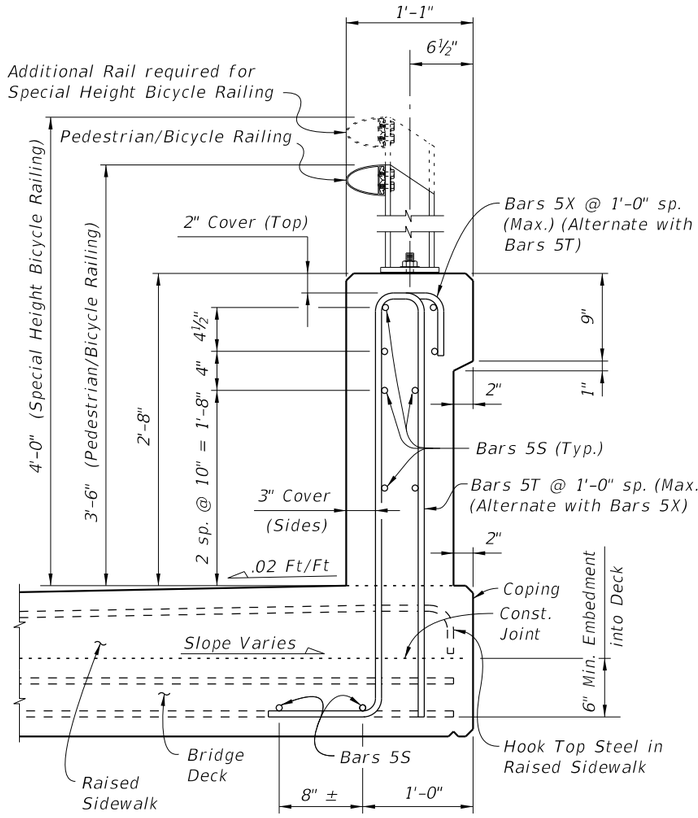
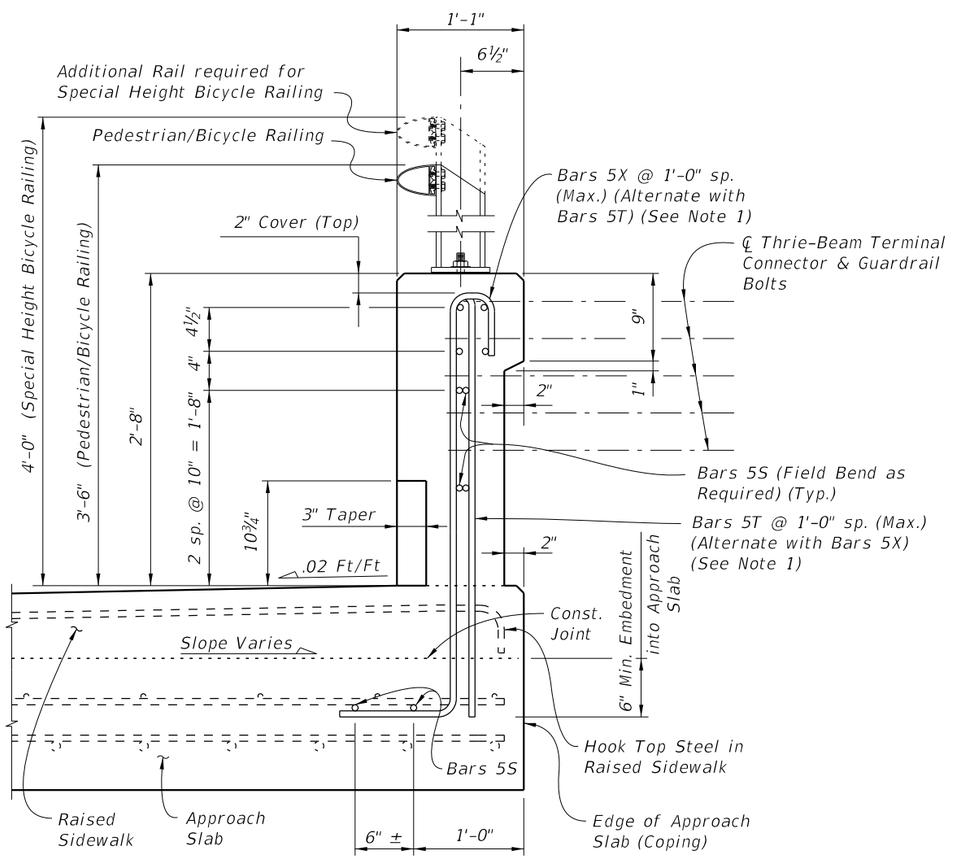
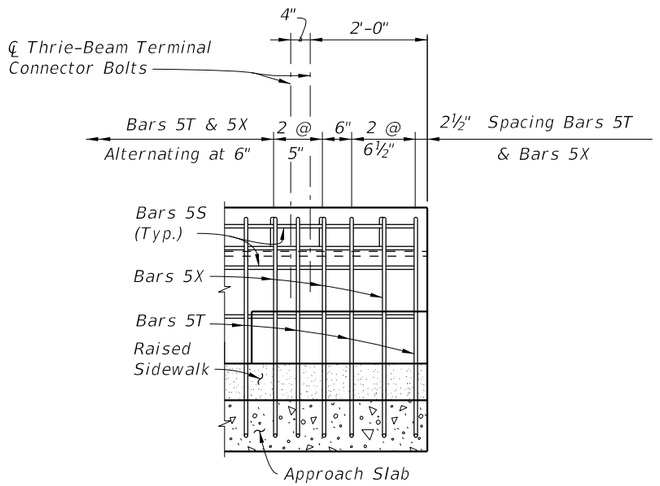


SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
(Section Thru Bridge Deck shown)



VIEW B-B
APPROACH SLAB END VIEW
OF TRAFFIC RAILING



RAILING END DETAIL
(Guardrail Not Shown For Clarity)

NOTES:

1. Begin placing Railing Bars 5T and 5X on Approach Slab at the railing end and proceed toward Begin or End Bridge to avoid conflict with guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5T and 5X shall be made immediately adjacent to Begin or End Bridge. Cut, shift and rotate Bars 5T and 5X as required to maintain cover in Railing End Transition.

2. Omit Railing End Transition and Guardrail if Concrete Traffic Railing is used beyond the Approach Slab or Retaining Wall. See Structures Plans, Plan and Elevation Sheet and Roadway Plans. If Taper and Railing End Transition is omitted, extend Typical Section to end of the Approach Slab or limiting station on Retaining Wall, and space Bars 5T and 5X at 1'-0" (Typ.)

CROSS REFERENCE:
For location of Section A-A and View B-B see Sheet 1.

NOTE: For Bullet Railing Details, see Index 515-022.

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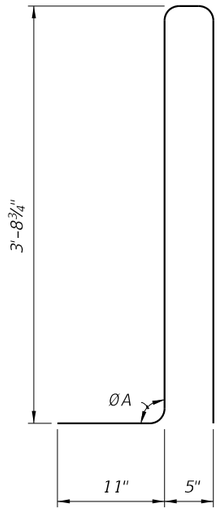
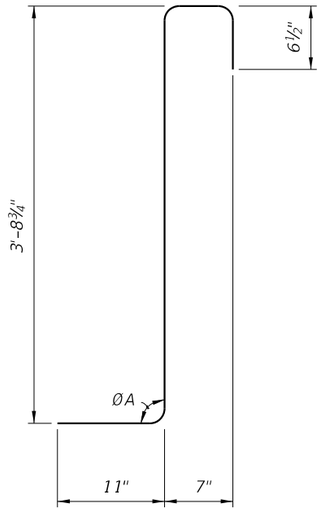
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
S	5	As Reqd.
T	5	9'-0"
X	5	5'-10"

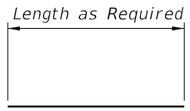
ROADWAY CROSS-SLOPE	ØA	
	LOW GUTTER	HIGH GUTTER
0% to 2%	90°	90°
2% to 6%	87°	93°
6% to 10%	84°	96°



STIRRUP BAR 5T



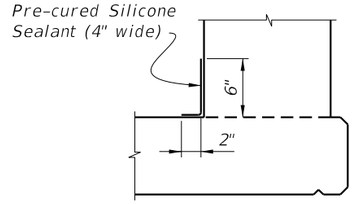
STIRRUP BAR 5X



BAR 5S

REINFORCING STEEL NOTES:

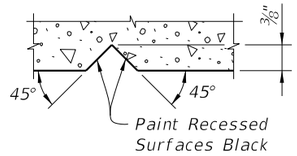
1. All bar dimensions in the bending diagrams are out to out.
2. The 3'-8¾" vertical dimensions shown for Bars 5T and 5X are based on a bridge deck with a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and a counter 2% raised sidewalk cross slope. If the raised sidewalk thickness, width or cross slopes vary from the above amounts, adjust these vertical dimensions accordingly to achieve a 6" minimum embedment into the bridge deck.
3. The reinforcement for the railing on a Retaining Wall shall be the same as detailed with ØA = 90°.
4. All reinforcing steel at the open joints shall have a 2" minimum cover.
5. Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".
6. The Contractor may utilize Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.



DETAIL "A" - SECTION
AT INTERMEDIATE OPEN JOINT

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.



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

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.095
Reinforcing Steel	LB/LF	25.90

(The above quantities are based on a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and counter 2% sidewalk cross slope.)

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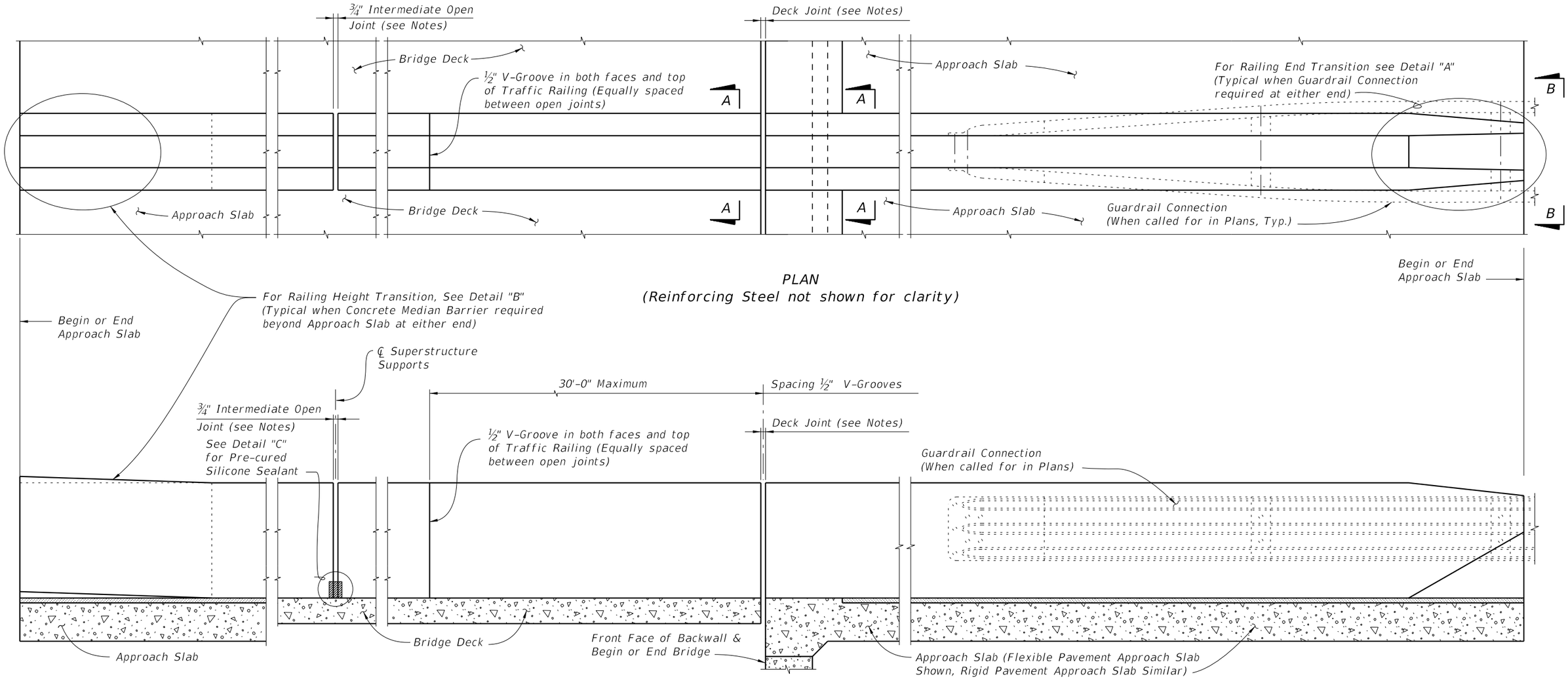
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (32" VERTICAL SHAPE)	INDEX	SHEET
07/01/13						521-423	3 of 3



PLAN
(Reinforcing Steel not shown for clarity)

ELEVATION
(Reinforcing Steel not shown for clarity)

CROSS REFERENCE:
For Section A-A, View B-B, Detail "A" and Detail "B" see Sheet 2.

For Detail "C" see Sheet 4.

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other single-slope railings which have been crash tested to MASH TL-4 criteria.

CONCRETE AND REINFORCING STEEL: See Structures Plans, General Notes.
GUARDRAIL: For Guardrail Connection details see Index 536-001.
SUPERELEVATED BRIDGES: At the option of the Contractor the Traffic Railing on superelevated bridges may be constructed perpendicular to the roadway surface. If an adjoining railing is constructed plumb, transition the end of the Traffic Railing from perpendicular to plumb over a minimum distance of 20'-0". The cost of all modifications will be at the Contractor's expense.
BARRIER DELINEATORS: Install Barrier Delineators on top of the Traffic Railing along the centerline in accordance with Specification Section 705. Match the Barrier Delineator to the color (white or yellow) of the near edgeline.

V-GROOVES: Construct ½" V-Grooves plumb. Space V-Grooves equally between ¾" open joints and/or Deck Joints.
JOINTS: See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Sheet 3.
Provide ¾" Intermediate Open Joints at:
(1) - Superstructure supports where slab is continuous.
(2) - Ends of Approach Slabs adjacent to a Roadway Median Barrier.

END TRANSITIONS: When guardrail approaches are shown in the Plans, provide the Railing End Transition as shown in Detail "A". When a Concrete Median Barrier is shown on the approaches, provide the Railing Height Transition as shown in Detail "B".

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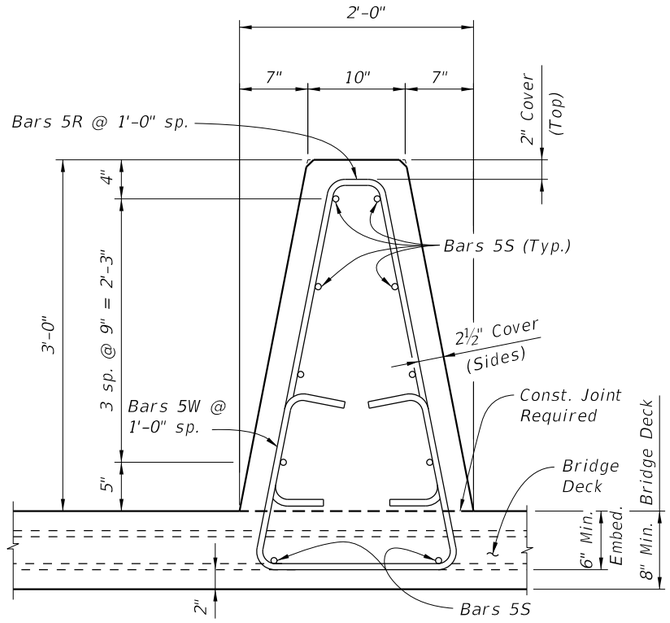
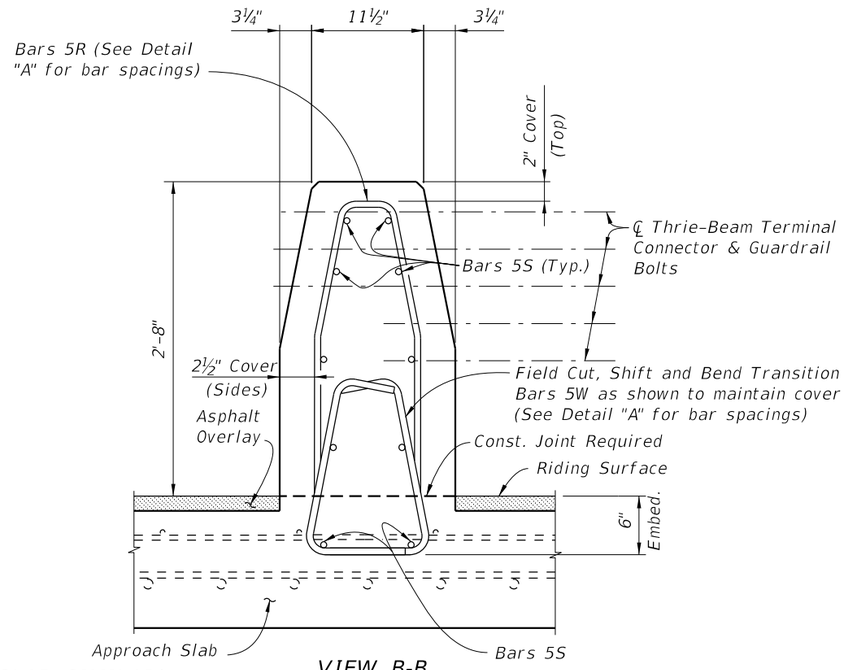
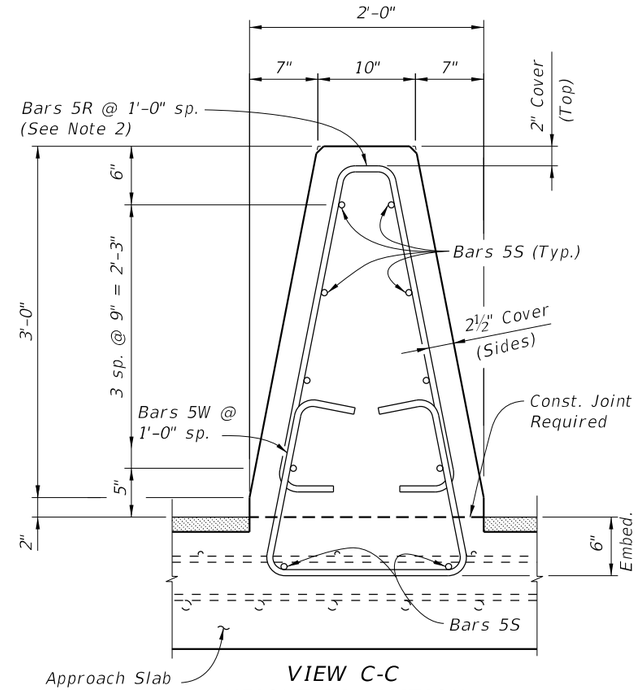
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (MEDIAN 36" SINGLE-SLOPE)	INDEX	SHEET
11/01/18					521-426	1 of 4



SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
(SECTION THRU BRIDGE DECK SHOWN - SECTION THRU APPROACH SLAB SIMILAR)

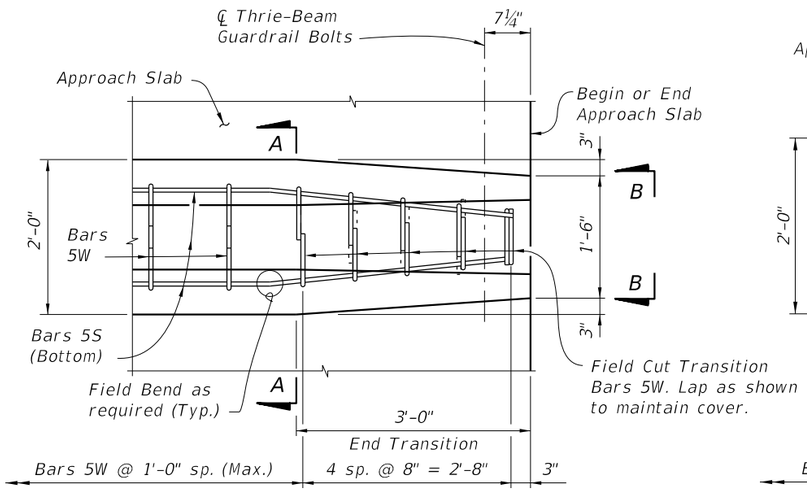


VIEW B-B
END TRANSITION

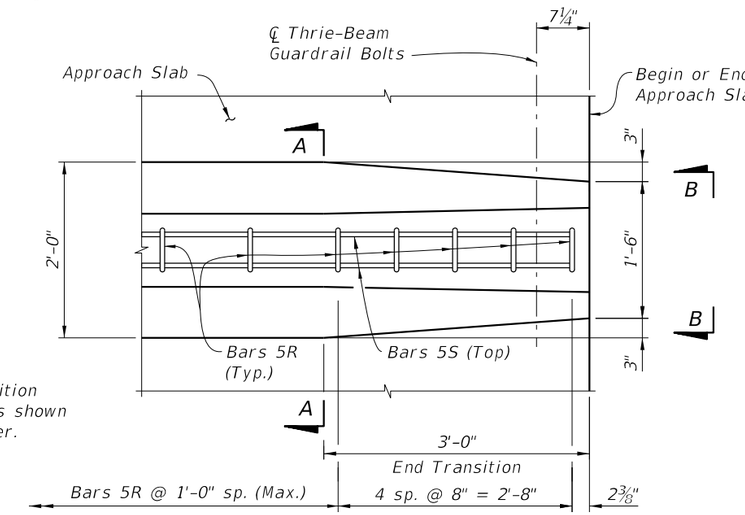


VIEW C-C
HEIGHT TRANSITION

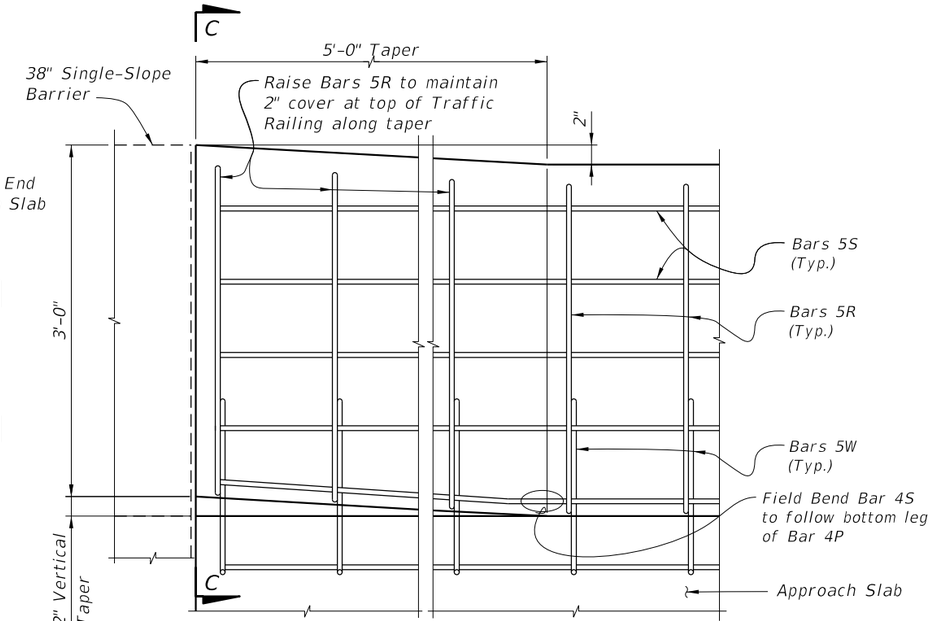
NOTES:
1. When guardrail approaches are shown in the plans, begin placing Railing Bars 5R and 5W on Approach Slab at the railing end and proceed toward Begin or End Bridge to avoid conflict with guardrail bolt holes. Cut, bend and lap bars as shown to maintain cover. If required, adjustments to the bar spacing for Bars 5R and 5W shall be made immediately adjacent to Begin or End Bridge.
2. When a Concrete Barrier is used beyond the Approach Slab form a 5'-0" long Height Transition and raise Bars 5R up to maintain 2" top clearance.



PLAN - Railing End Transition
(Showing Bars 5W and 5S)



PLAN - Railing End Transition
(Showing Bars 5R and 5S)

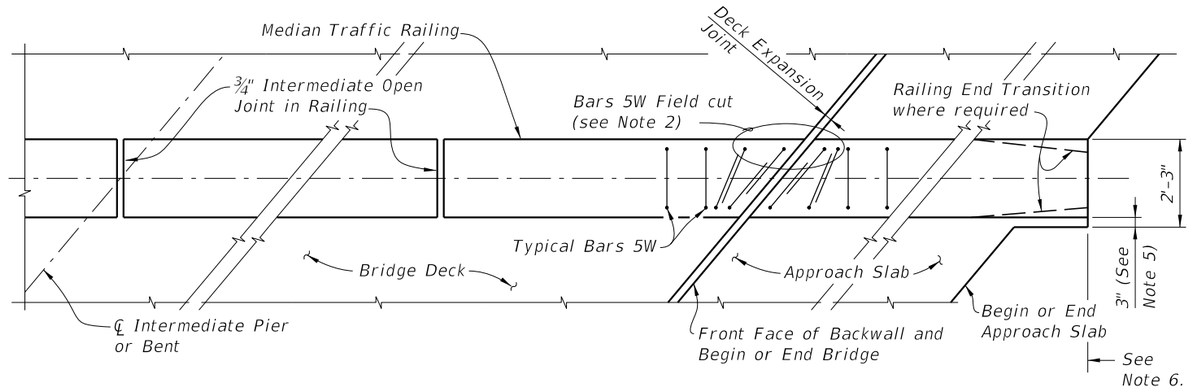


DETAIL "B"
ELEVATION - RAILING HEIGHT TRANSITION
(Showing Transition to 38" Single-Slope Barrier)

DETAIL "A"

11/18/2019 4:09:41 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/17			FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (MEDIAN 36" SINGLE-SLOPE)	521-426	2 of 4



PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH MEDIAN TRAFFIC RAILING

NOTES:

1) *Median Traffic Railing reinforcement vertical Bars 5W may be shifted up to 1" (Max.) and rotated up to 10 degrees as required to allow proper placement.*

2) *Transition Stirrup Bars 5W shall be used as required at railing ends adjacent to expansion joints to facilitate placement of bars in acute corners. Place Transition Bars 5W in a fan pattern to maintain spacing. Rotate bars in 10° (Max.) increments as required.*

3) *Median Traffic Railing ends at deck expansion joints shall follow the deck joint with allowance for joint movement. See Structures Plans, Superstructure and Approach Slab Sheets for Details.*

4) *¾" Intermediate Open Joints and V-Grooves in railing shall be placed perpendicular or radial to the ℄ of the median railing. See Structures Plans, Superstructure and Approach Slab Sheets for locations.*

5) *At begin or end approach slab extend slab at the median railing ends 3" (open side) as shown to provide a base for casting of the railing.*

6) *Work this Sheet with Approach Slab Indexes as applicable.*

7) *Deck Expansion Joint at begin or end bridge shown. Deck Expansion Joints at ℄ Pier or Intermediate Bents are similar.*

8) *Partial Plan Views shown are intended as guides only. See Structures Plans, Superstructure and Approach Slab Sheets for skew angles, joint orientation, dimensions and details.*

9) *If Welded Wire Reinforcement is used in lieu of conventional reinforcement, placement of the WWR vertical elements shall be similar to those shown above. Clipping of horizontal elements to facilitate placement shall be minimized where possible. Where clipping is required, supplement horizontal elements by lap splicing with deformed bars having an equivalent area of steel.*

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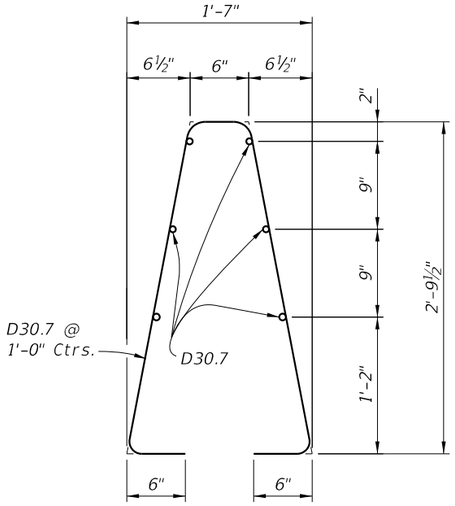
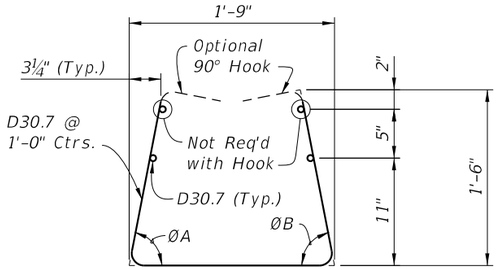
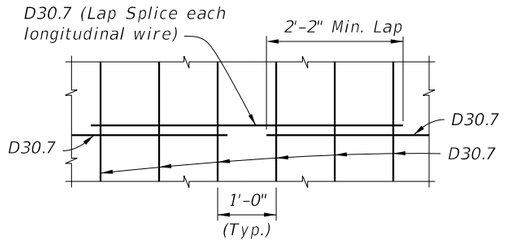
ALTERNATE REINFORCING STEEL (WWR) DETAILS



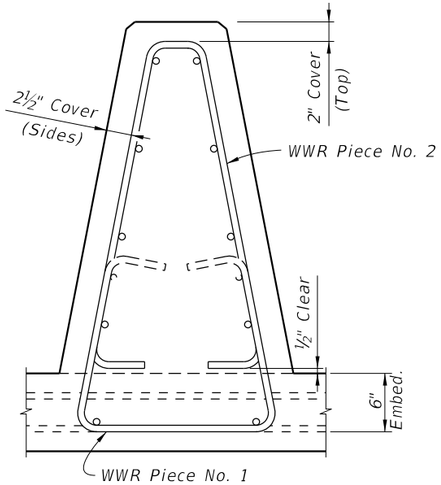
WWR Piece No. 2



WWR Piece No. 1



SPLICE DETAIL
(Between WWR Sections)



SECTION A-A

WELDED WIRE REINFORCEMENT NOTES:

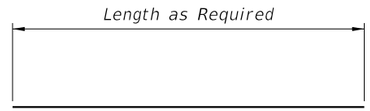
1. At the option of the Contractor deformed Welded Wire Reinforcement (WWR) may be utilized in lieu of all Bars 5R, 5S and 5W. WWR must meet the requirements of Specification Section 931.
2. WWR at Railing End Transition shall be field bent inward as required (Pieces 1 & 2) to maintain cover. The bottom of Piece 1 shall be cut to allow overlap.
3. Place WWR panels so as to minimize the end overhang of longitudinal wires at Railing Ends and Open Joints. Overhangs greater than 6" are not permitted.

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

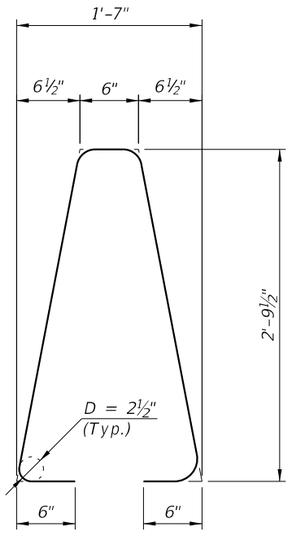
ROADWAY CROSS-SLOPE	ON SLOPE		AT CROWN	
	ØA	ØB	ØA	ØB
0% to 2%	79°	79°	79°	79°
>2% to 6%	81°	77°	79°	79°
>6% to 10%	84°	74°	79°	79°

ØA and ØB shall be 79° if Contractor elects to place railing perpendicular to the deck, and approach slabs.

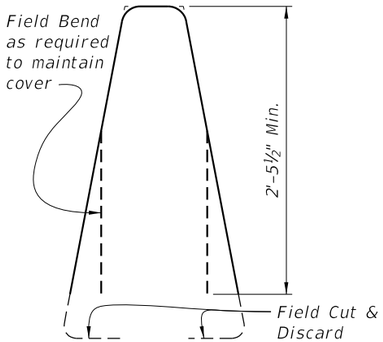
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
R	5	7'-2"
S	5	As Reqd.
W	5	5'-10"



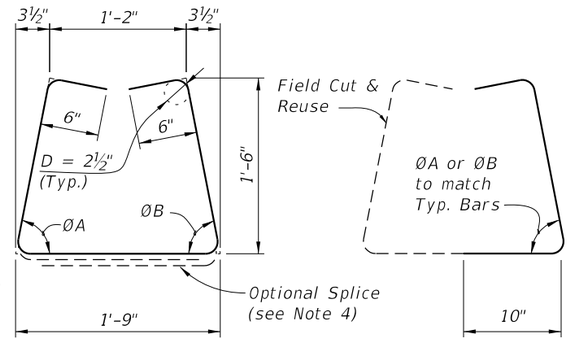
BAR 5S



STIRRUP BAR 5R



TRANSITION STIRRUP BAR 5R
(5 required per Railing
End Transition)

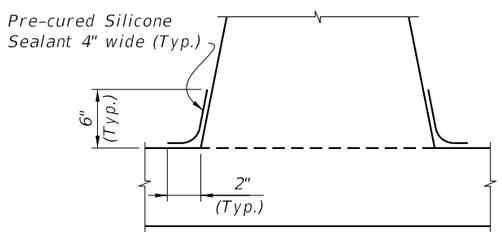


STIRRUP BAR 5W

TRANSITION STIRRUP BAR 5W
To Be Field Cut
(10 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 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".
4. At the Contractor's option, Bars 5W may be fabricated as a two piece bar with a 1'-2" lap splice of the bottom legs.



DETAIL "C" - SECTION
AT INTERMEDIATE OPEN JOINT

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. Include the cost of the Pre-cured Silicone Sealant in the Contract Unit Price for the Traffic Railing.

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.157
Reinforcing Steel	LB/LF	23.99

(The above quantities are based on a crowned roadway, with a 2% cross slope)

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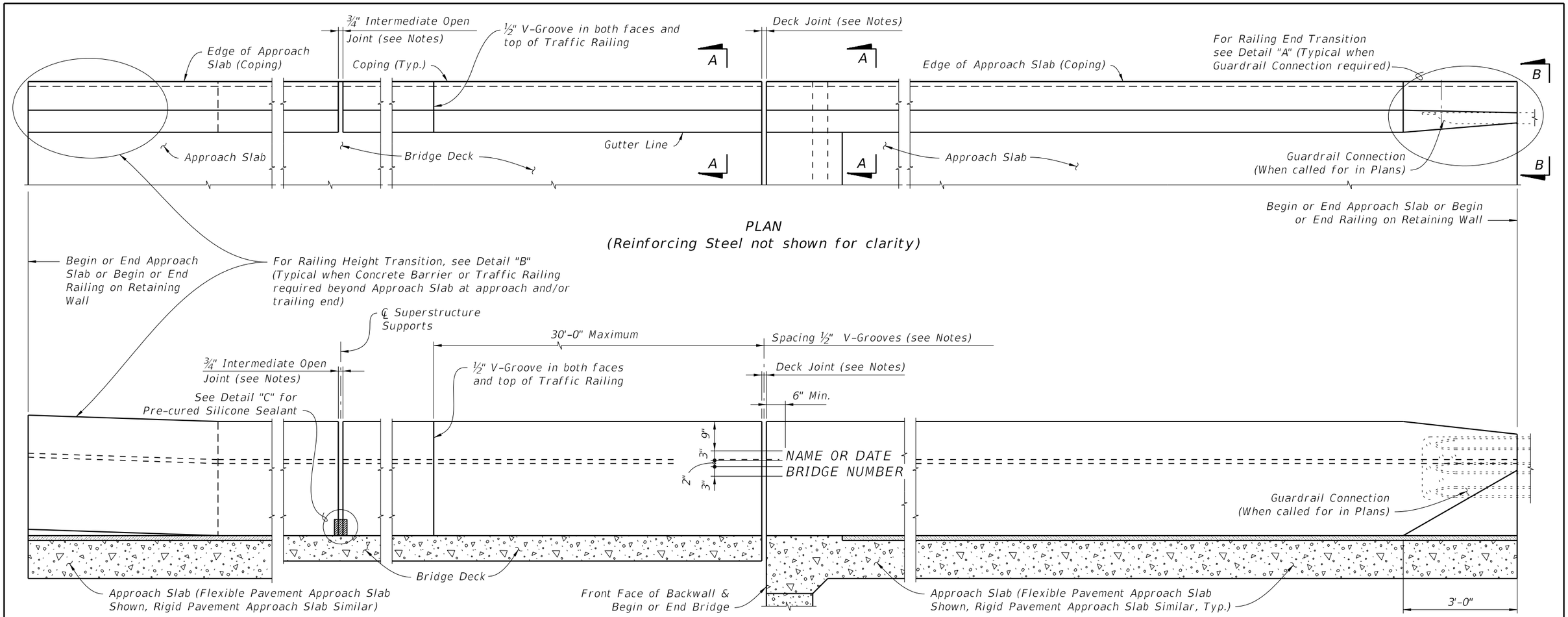
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/18			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (MEDIAN 36" SINGLE-SLOPE)	521-426	4 of 4



PLAN
(Reinforcing Steel not shown for clarity)

ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)
(Railing on Bridge Deck and Approach Slab shown, Railing on Retaining Wall similar)

CROSS REFERENCE:
For Section A-A, View B-B, Detail "A" and Detail "B", see Sheet 2. For Detail "C", see Sheet 4.

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other single-slope railings which have been crash tested to MASH TL-4 Criteria.

CONCRETE AND REINFORCING STEEL: See Structures Plans General Notes.

GUARDRAIL: For Guardrail Connection details see Index 536-001.

SUPERELEVATED BRIDGES: At the option of the Contractor the Traffic Railing on superelevated bridges may be constructed perpendicular to the roadway surface. If an adjoining railing is constructed plumb, transition the end of the Traffic Railing from perpendicular to plumb over a minimum distance of 20'-0". The cost of all modifications will be at the Contractor's expense.

PEDESTRIAN AND BICYCLE RAILING: See Index 515-021 and 515-022 for Notes, Details and post spacings for Traffic Railings with Pedestrian /Bicycle Bullet Railings.

V-GROOVES: Construct ½" V-Grooves plumb. Space V-Grooves equally between ¾" Open Joints and/or Deck Joints and at V-Groove locations on Retaining Wall footings.

END TRANSITIONS: When guardrail approaches are shown in the Plans, provide the Railing End Transition as shown in Detail "A". When a concrete traffic railing or barrier is shown on the approaches, provide the Railing Height Transition as shown in Detail "B".

NAME, DATE AND BRIDGE NUMBER: 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: Install Barrier Delineators on top of the Traffic Railing 2" from the face on the traffic side in accordance with Specification Section 705. Match the Barrier Delineator to the color (white or yellow) of the near edgeline.

JOINTS : See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Sheet 3.

Provide ¾" Intermediate Open Joints at:

(1) - Superstructure supports where slab is continuous.

(2) - Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

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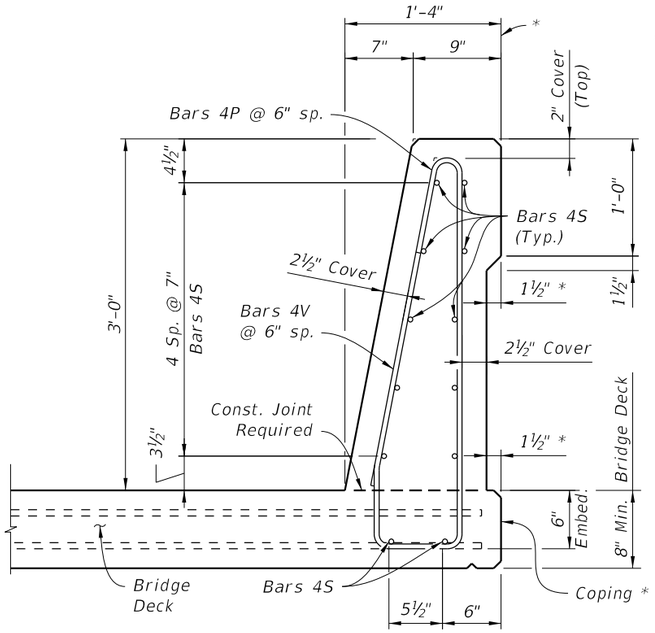
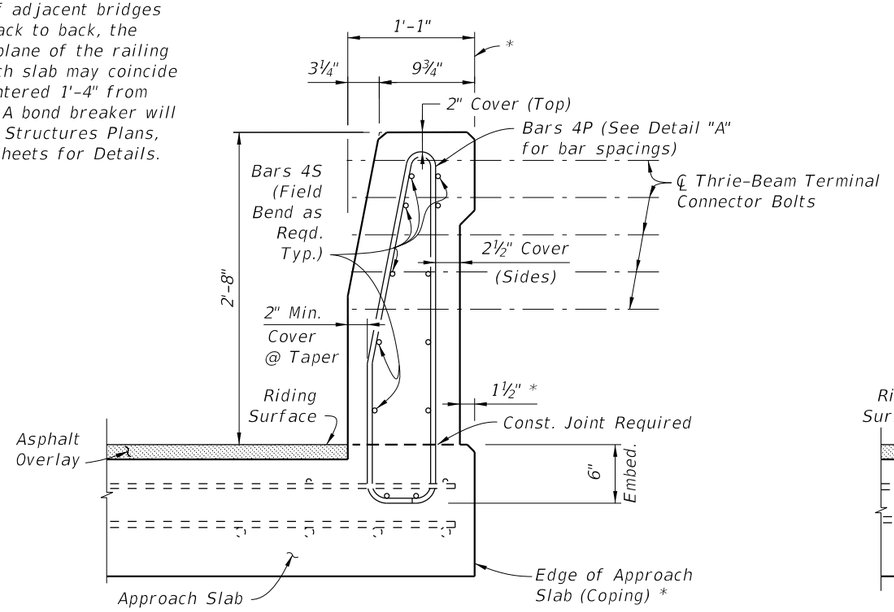
LAST REVISION	REVISION	DESCRIPTION:				
11/01/18			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (36" SINGLE-SLOPE)	INDEX 521-427	SHEET 1 of 5

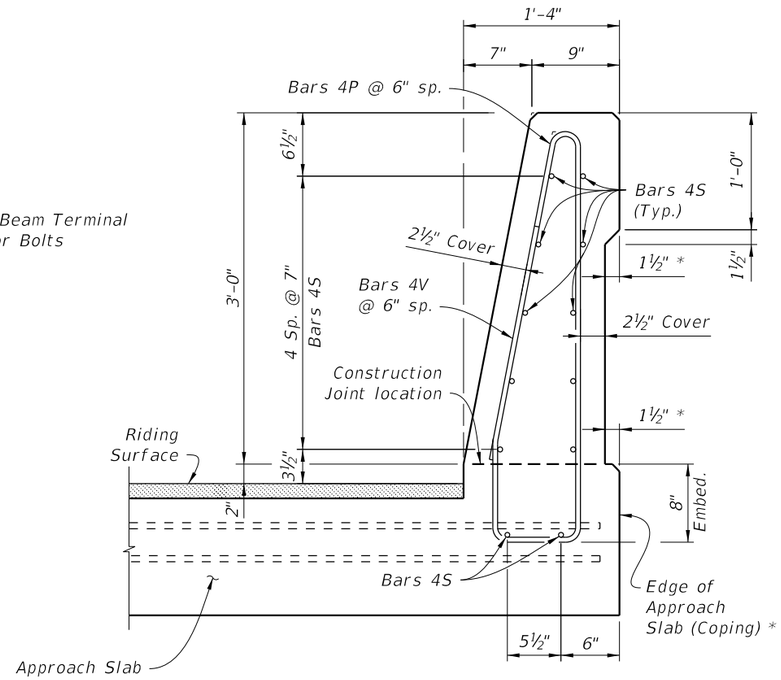


* Where railings of adjacent bridges are to be built back to back, the outside vertical plane of the railing and deck/approach slab may coincide along a plane centered 1'-4" from each gutter line. A bond breaker will be required. See Structures Plans, Superstructure Sheets for Details.

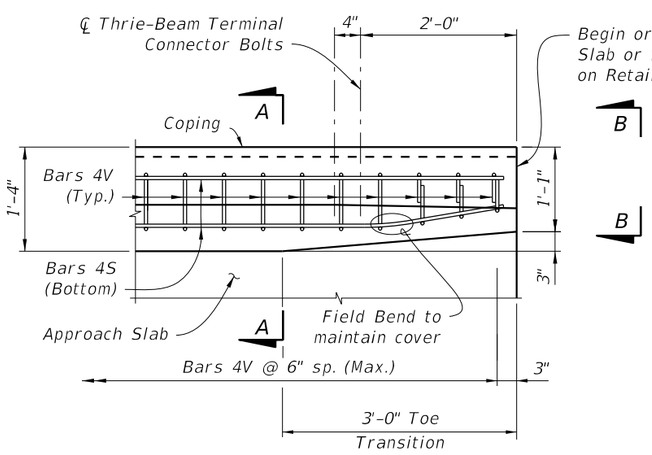
SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
(Section thru Bridge Deck shown, Section thru Approach Slab and Retaining Walls similar)



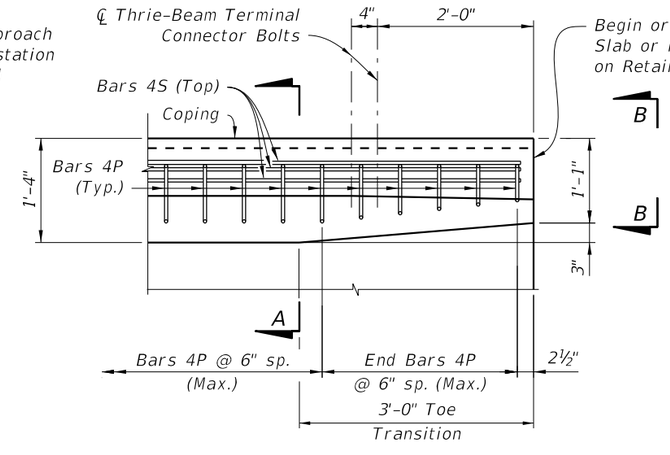
VIEW B-B
END TRANSITION
(Section thru Approach Slab shown, Section thru Retaining Walls similar)



VIEW C-C
HEIGHT TRANSITION

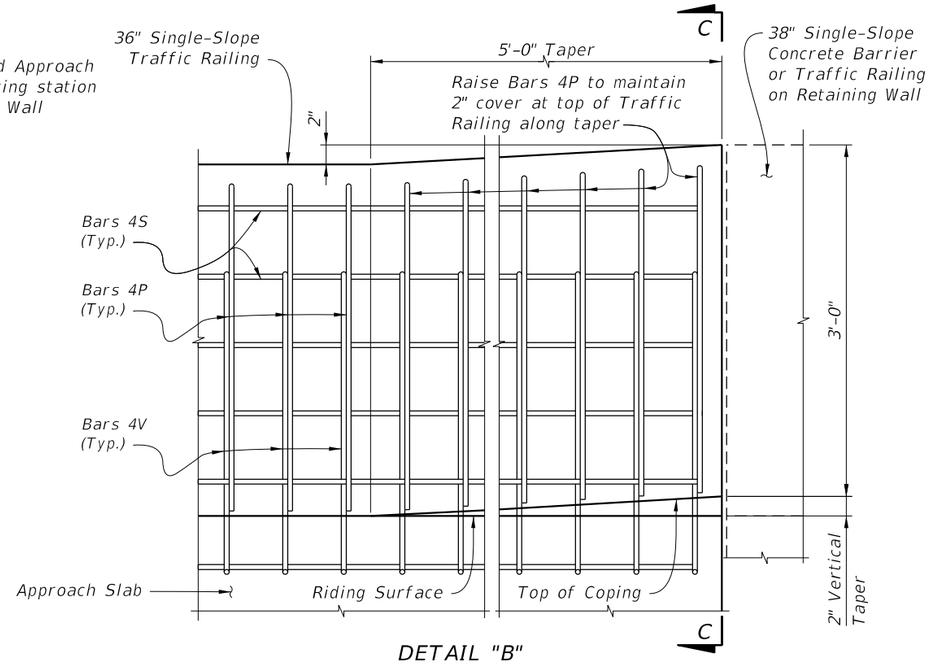


PLAN - RAILING END TRANSITION
(Showing Bars 4V and 4S)



PLAN - RAILING END TRANSITION
(Showing Bars 4P and 4S)

DETAIL "A"



DETAIL "B"
ELEVATION - RAILING HEIGHT TRANSITION
(Showing Transition to 38" Single-Slope Traffic Railing or Barrier)

NOTE: Omit Detail "A" and provide Detail "B" if Index 521-001 Concrete Barrier or Retaining Wall with 38" Single-Slope Traffic Railing is used beyond the Approach Slab; See Structures Plans, Plan and Elevation Sheet and Roadway Plans. If Transitions are not required, extend Typical Section to end of the Approach Slab.

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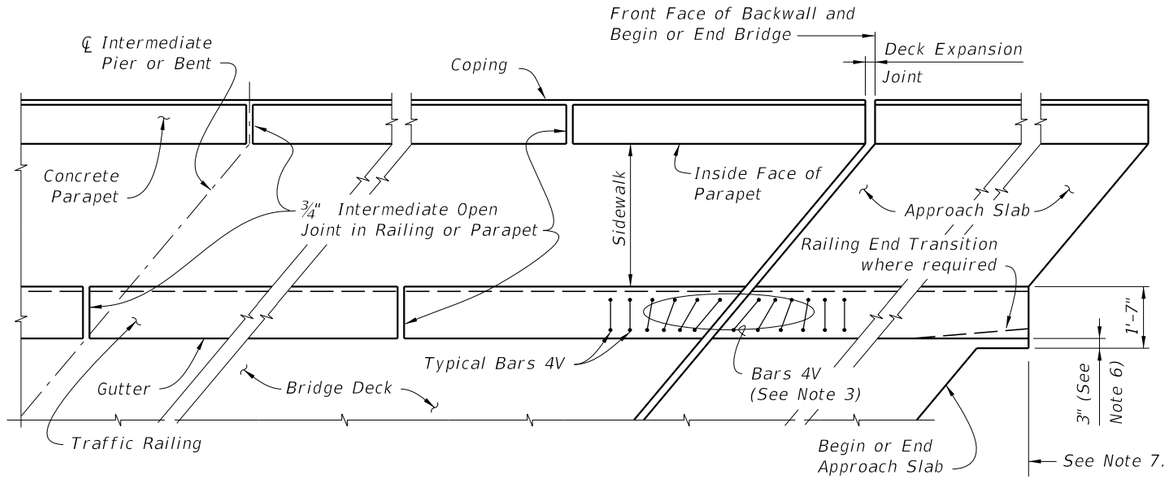
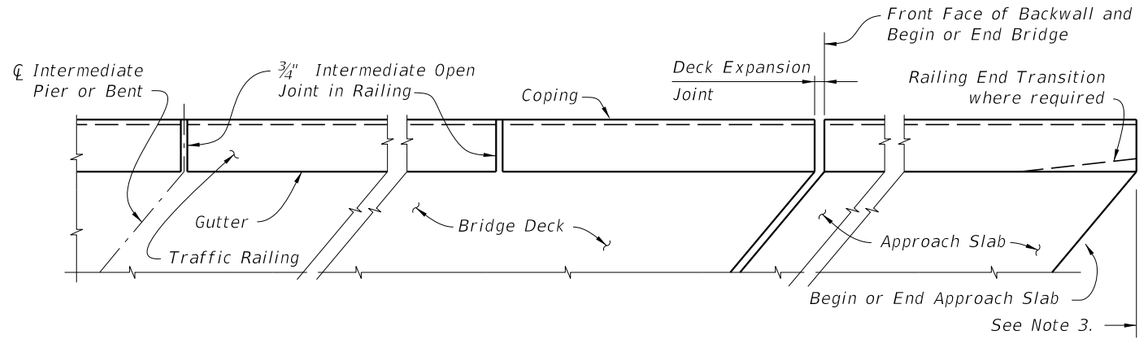
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (36" SINGLE-SLOPE)	INDEX	SHEET
11/01/17					521-427	2 of 5



PARTIAL PLAN VIEW OF SKEWED BRIDGE DECK AND APPROACH SLAB WITH SIDEWALK, SINGLE-SLOPE TRAFFIC RAILING AND PEDESTRIAN/BICYCLE RAILING INDEX 521-820 or 521-825, OTHER TRAFFIC RAILINGS SIMILAR

NOTES:
1) Concrete Parapet reinforcement is not effected by skew angle, see Index 521-820 for details.
2) Parapet expansion joint shall match the deck expansion joint which shall be turned perpendicular or radial to the gutter line. See Structures Plans, Superstructure Sheets for details.
3) Traffic Railing reinforcement vertical Bars 4V & 4P may be shifted up to 1" (Max.) and rotated up to 10 degrees as required to allow proper placement. Bars 4V adjacent to expansion joints shall be field adjusted to maintain clearance and spacing, extra Bars 4V will be required. Cut bottom horizontal portion of 4V Bars to maintain maximum horizontal length to each vertical leg being placed. Discard the remainder of the bar. Rotate cut bars to maintain clearance.
4) Railing ends at deck expansion joints shall follow the deck joint with allowance for joint movement. Expansion joint at the inside face of parapet shall be turned perpendicular or radial to this line. See Structures Plans, Superstructure and Approach Slab Sheets for details.
5) ¾" Intermediate Open Joints and V-Grooves in railing and parapet shall be placed perpendicular or radial to the gutter line or inside face of parapet line. See Structures Plans, Superstructure Sheets for locations.
6) At begin or end approach slab extend slab at the railing ends 3" (gutter side or back face of railing as required) as shown to provide a base for casting of the railing. Field trim toe of Bars 4V by 1 inch as required to maintain concrete cover at edge of deck.
7) When Guardrail is shown on the approach, begin placing Railing Bars 4P and 4V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 4P and 4V shall be made immediately adjacent to Begin or End Bridge.

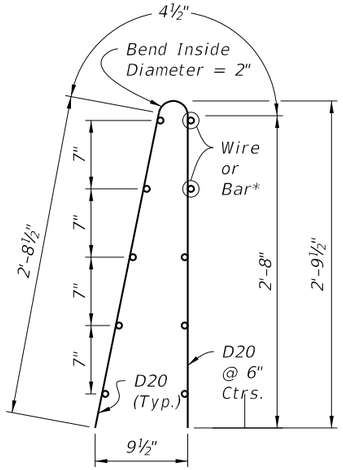


PARTIAL PLAN VIEW OF SKEWED BRIDGE DECK AND APPROACH SLAB WITH SINGLE-SLOPE TRAFFIC RAILING, OTHER TRAFFIC RAILINGS SIMILAR

NOTES:
1) Railing expansion joint shall match the deck expansion joint which shall be turned perpendicular or radial to the gutter line. See Structures Plans, Superstructure Sheets for details.
2) ¾" Intermediate Open Joints and ½" V-Grooves in railing shall be placed perpendicular or radial to the gutter line. See Structures Plans, Superstructure and Approach Slab Sheets for locations.
3) When Guardrail is shown on the approach, begin placing Railing Bars 4P and 4V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 4P and 4V shall be made immediately adjacent to Begin or End Bridge.

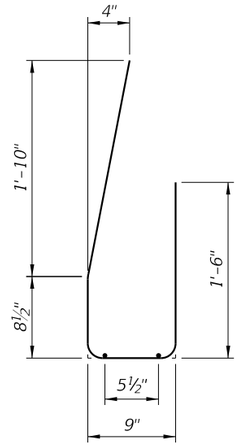
GENERAL NOTES:
1) Work this Sheet with Traffic Railing, Pedestrian/Bicycle Railing, and Approach Slab Indexes as applicable.
2) Deck Expansion Joint at begin or end bridge shown. Deck Expansion Joints at ℄ Pier or Intermediate Bents are similar.
3) Partial Plan Views shown are intended as guides only. See Structures Plans, Superstructure and Approach Slab Sheets for skew angles, joint orientation, dimensions and details.
4) Railings on Raised Sidewalks shall be treated similar to the Partial Plan View of Bridge Deck with Traffic Railing.
5) If Welded Wire Reinforcement is used in lieu of conventional reinforcement, placement of the WWR vertical elements shall be similar to those shown above. Clipping of horizontal elements to facilitate placement shall be minimized where possible. When clipping is required, supplement horizontal elements by lap splicing with deformed bars having an equivalent area of steel.

ALTERNATE REINFORCING STEEL (WWR) DETAILS

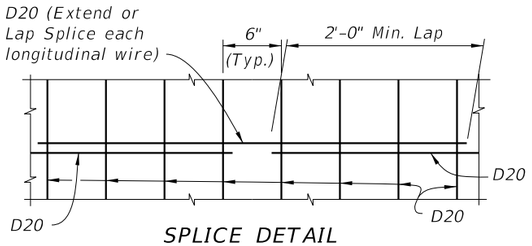


WWR Piece No. 2

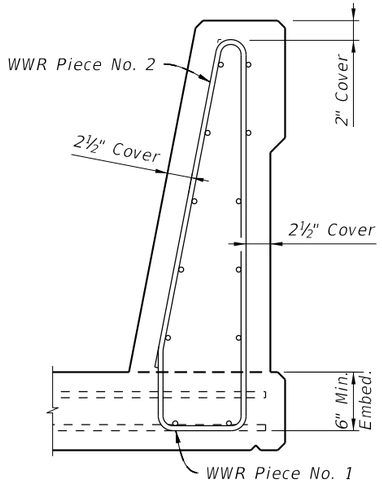
* Longitudinal D20 Wires or #4 Bars may be tied.



WWR Piece No. 1



SPLICE DETAIL
(Between WWR Sections)



WELDED WIRE REINFORCEMENT NOTES:

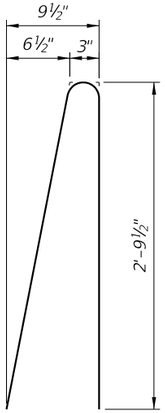
1. At the option of the Contractor deformed Welded Wire Reinforcement (WWR) may be utilized in lieu of all Bars 4P, 4S and 4V. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.
2. WWR at Railing End Transition shall be field bent inward as required (Piece 2) to maintain cover. The bottom of the vertical wires (D20) in Piece 2 shall be cut a maximum of 4 inches and the gutter side portion bent inward as required to allow placement.

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

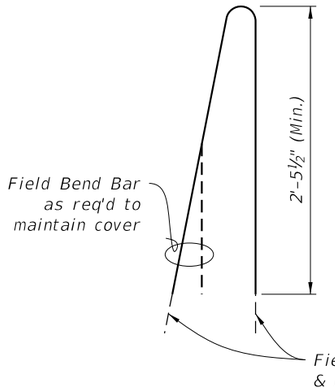
ROADWAY CROSS-SLOPE	LOW GUTTER	HIGH GUTTER
	ØB	ØB
0% to 2%	90°	90°
2% to 6%	87°	93°
6% to 10%	84°	96°

ØB shall be 90° if Contractor elects to place railing perpendicular to the deck and approach slabs.

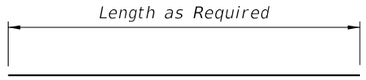
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
P	4	5'-11"
S	4	As Reqd.
V	4	4'-10"



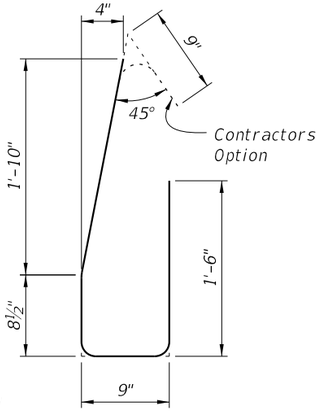
STIRRUP BAR 4P



END STIRRUP BAR 4P
To Be Field Cut
and Bent



BAR 4S

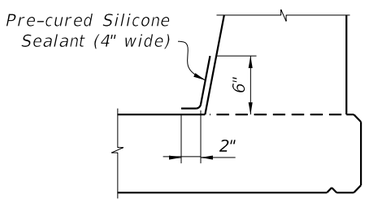


BAR 4V

END TRANSITION BAR 4V
Field Cut and Lapped

REINFORCING STEEL NOTES:

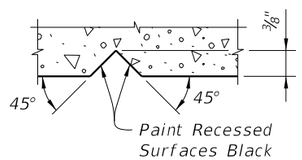
1. All bar dimensions in the bending diagrams are out to out.
2. The 8½" vertical dimensions shown for Bar 4V is based on a 6" embedment into the bridge deck without a raised sidewalk. If a raised sidewalk is to be provided, increase this dimension to achieve a 6" minimum embedment into the bridge deck. See Structures Plans, Superstructure and Approach Slab Sheets.
3. All reinforcing steel at the open joints shall have a 2" minimum cover.
4. Bars 4S may be continuous or spliced at the construction joints. Bar splices for Bars 4S shall be a minimum of 2'-0".



DETAIL "C" - SECTION
AT INTERMEDIATE OPEN JOINT

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. Include the cost of the Pre-cured Silicone Sealant in the Contract Unit Price for the Traffic Railing.



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

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.107
Reinforcing Steel	LB/LF	24.78

(The above quantities are based on a 2% deck cross slope; railing on low side of deck.)

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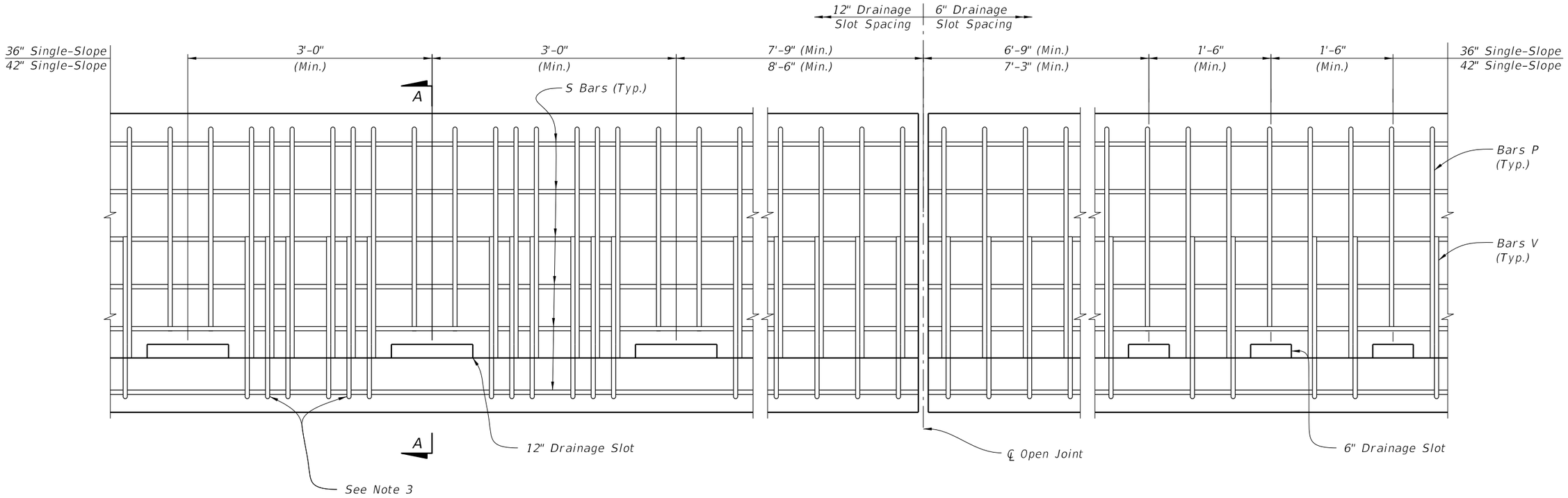
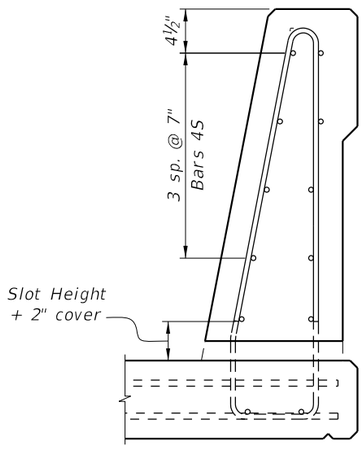
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (36" SINGLE-SLOPE)	INDEX	SHEET
11/01/17						521-427	4 of 5



ELEVATION



SECTION A-A
36" Single-Slope Shown
Other traffic railings similar

DRAINAGE SLOT NOTES:

1. Use only when required for safety. See Plans for locations and size of drainage slots.
2. Maintain 2" minimum cover to all reinforcing. Trim P Bars over drainage slots and raise bottom S bars as necessary to maintain cover.
3. For slots greater than 6" in length, add additional vertical bars (V & P) on each side of the opening.
4. Drainage slot heights are 2" or 3". See the plans for size and location details.

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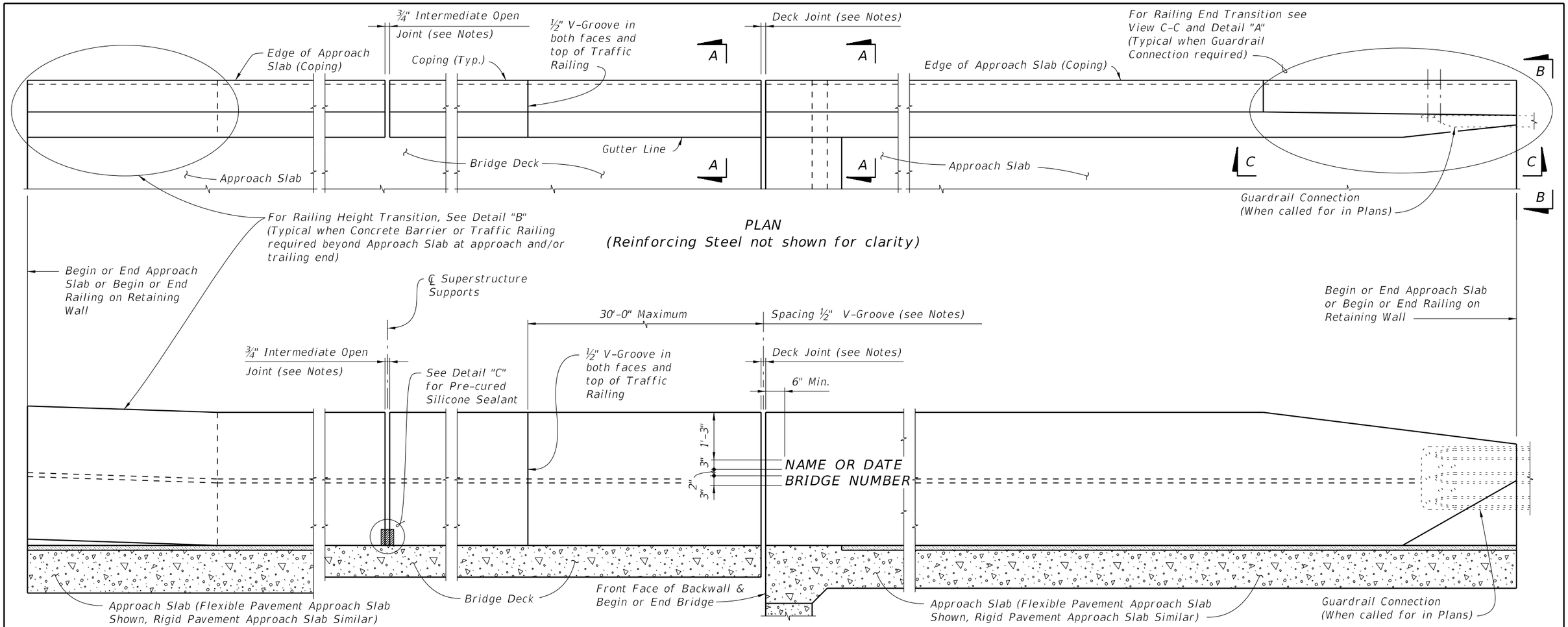

PLAN
(Reinforcing Steel not shown for clarity)

ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)
(Railing on Bridge Deck and Approach Slab shown, Railing on Retaining Wall similar)

CROSS REFERENCE:
For Section A-A, End View B-B and Detail "A" see Sheet 2.
For Detail "B" see Sheet 3.
For Detail "C" see Sheet 4.

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other single slope railings which have been crash tested to MASH TL-5.

CONCRETE AND REINFORCING STEEL: See Structures Plans, General Notes.

SUPERELEVATED BRIDGES: At the option of the Contractor the Traffic Railing on superelevated bridges may be constructed perpendicular to the roadway surface. If an adjoining railing is constructed plumb, transition the end of the Traffic Railing from perpendicular to plumb over a minimum distance of 20'-0". The cost of all modifications will be at the Contractor's expense.

GUARDRAIL: For Guardrail connection details, see Index 536-001.

V-GROOVES: Construct ½" V-Grooves plumb. Space V-Grooves equally between ¾" Open Joints and/or Deck Joints and at V-Groove locations on Retaining Wall footings.

END TRANSITIONS: When guardrail approaches are shown in the Plans, provide the Railing End Transition as shown in Detail "A". When a concrete traffic railing or barrier is shown on the approaches, provide the Railing Height Transition as shown in Detail "B".

DRAINAGE SLOTS: When shown in the plans, see Index 521-427 Sheet 5 for details.

NAME, DATE, AND BRIDGE NUMBER: 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.

JOINTS: See Structures Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Index 521-427.
Provide ¾" Intermediate Open Joints shall be provided at:
(1) - Superstructure supports where slab is continuous.
(2) - Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

BARRIER DELINEATORS: Install Barrier Delineators on top of the Traffic Railing 2" from the face on the traffic side in accordance with Specification Section 705. Match the Barrier Delineator to the color (white or yellow) of the near edgeline.

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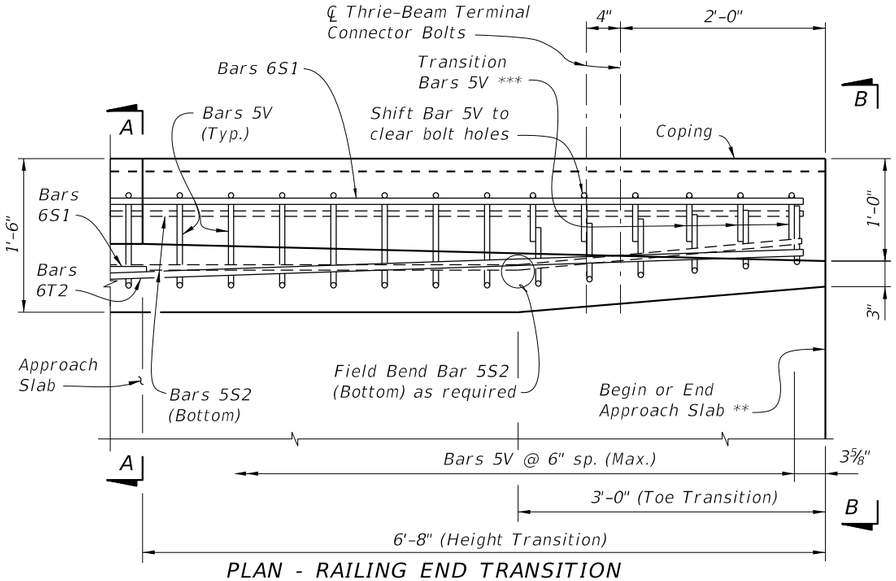
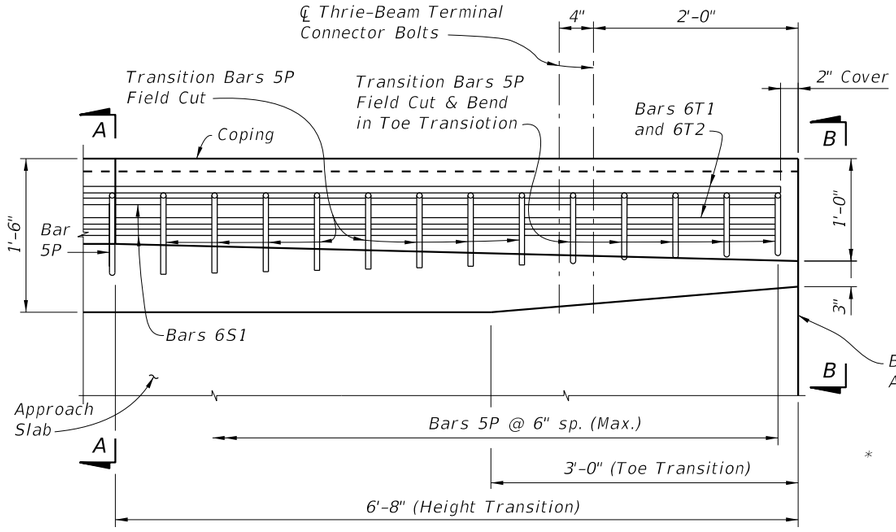
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (42" SINGLE-SLOPE)	INDEX	SHEET
11/01/18						521-428	1 of 4



PLAN - RAILING END TRANSITION
(Showing Lower Section with Bars 5V, 6S1, 5S2 and 6T2)



PLAN - RAILING END TRANSITION
(Showing Upper Section with Transition
Bars 5P and Bars 6S1, 6T1 & 6T2)

NOTE:
Begin placing Railing Bars 5P and 5V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5P and 5V shall be made immediately adjacent to Begin or End Bridge. Shift Bars 5P and 5V (see Detail "A") as required to maintain cover in Railing End Transition.

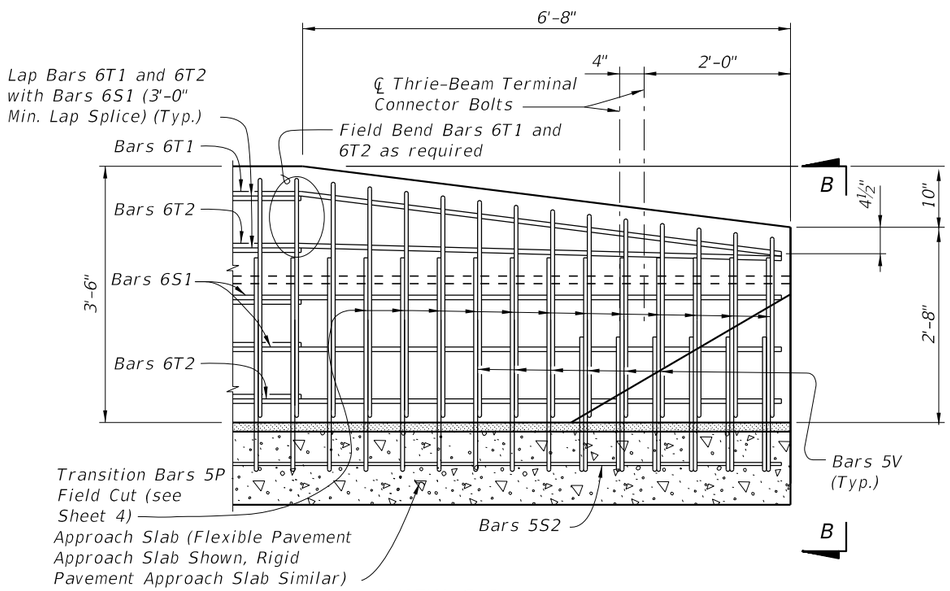
* Where railings of adjacent bridges are to be built back to back, the outside vertical plane of the railing and deck may coincide along a plane centered 1'-6" from each gutter line. A bond breaker will be required. See Structures Plans, Superstructure Sheets for Details.

** See joint orientation note on Sheet 1.

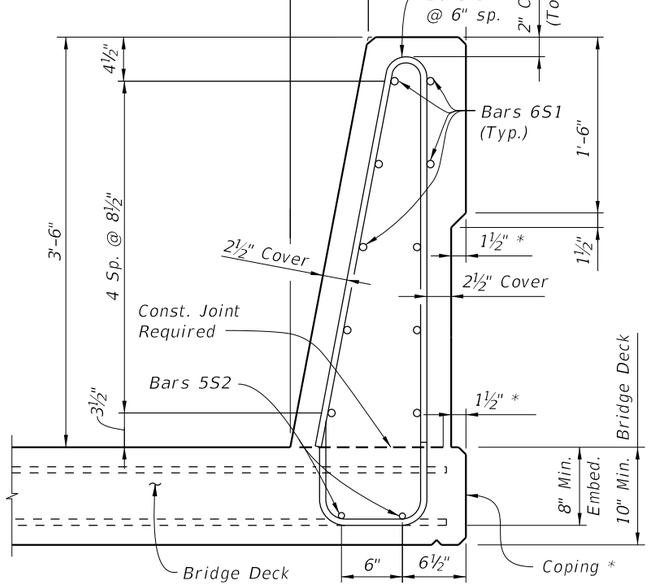
*** Field Cut & Lap Bars 5V in Toe Transition to maintain clearance.

DETAIL "A"

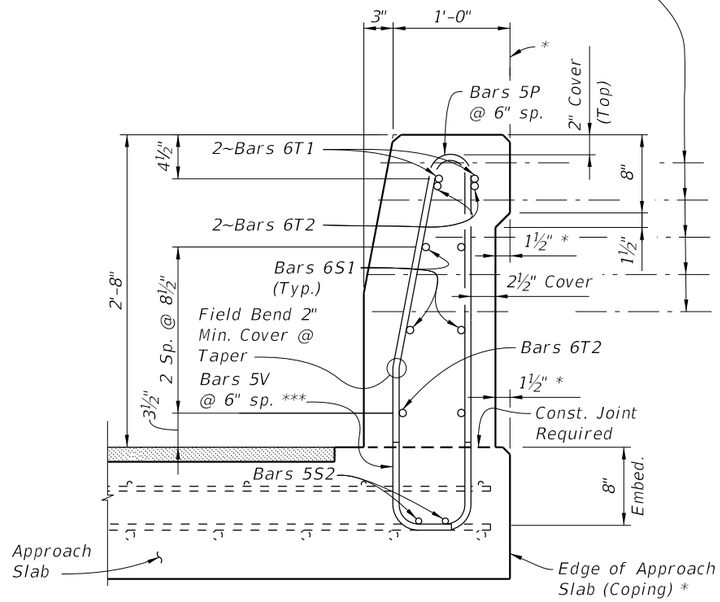
NOTE:
Omit Detail "A" and provide Detail "B" if 44" Concrete Barrier or Single-Slope Traffic Railing is used beyond the Approach Slab. See Structures Plan and Elevation Sheet and Roadway Plans. If Transitions are not required, extend Typical Section to end of Approach Slab.



VIEW C-C
ELEVATION - RAILING END TRANSITION
(Guardrail not shown for clarity)



SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
(Section Thru Bridge Deck shown -
Section Thru Approach Slab similar)



VIEW B-B
END TRANSITION
(Section thru Approach Slab shown,
Section thru Retaining Walls similar)

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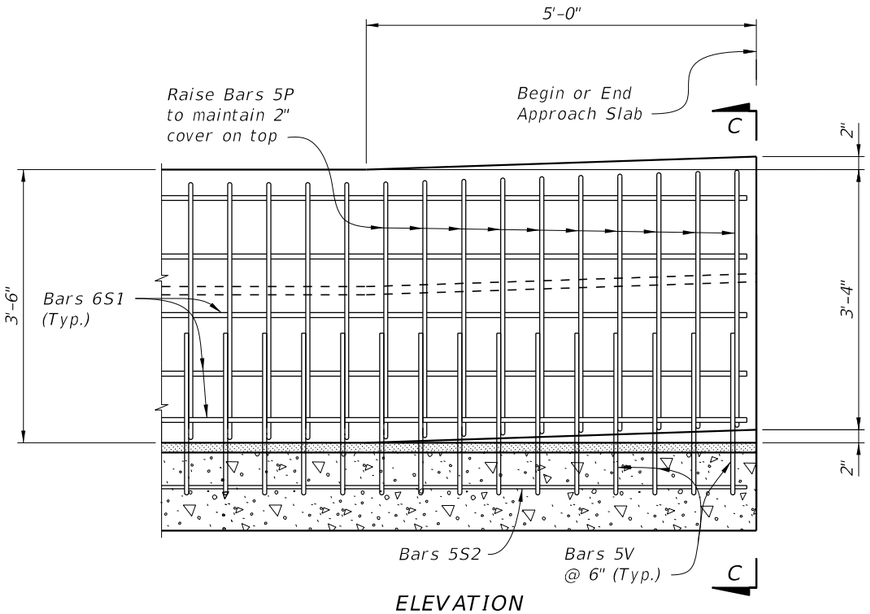
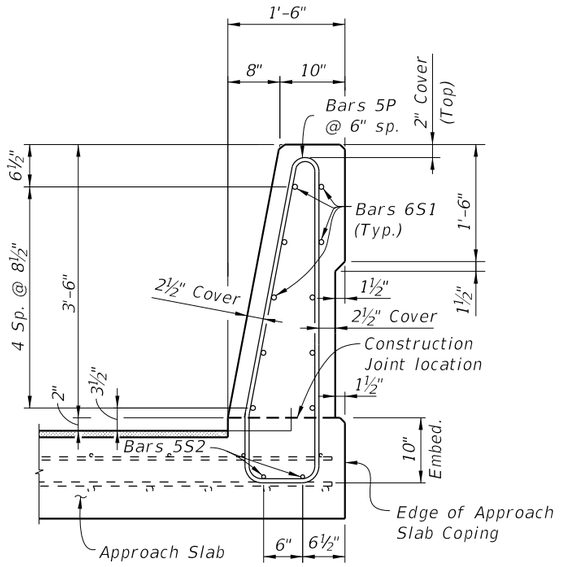
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (42" SINGLE-SLOPE)	INDEX	SHEET
11/01/17						521-428	2 of 4



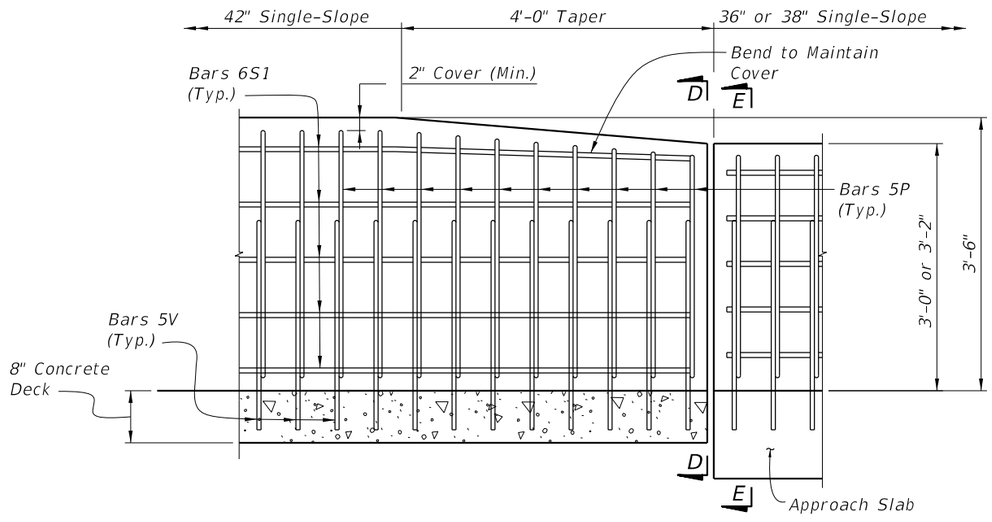
ELEVATION
RAILING HEIGHT TRANSITION

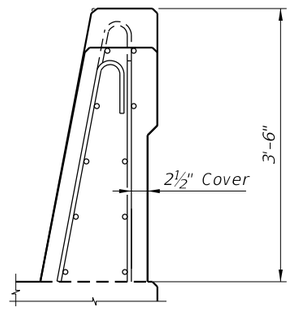


VIEW C-C
RAILING HEIGHT TRANSITION

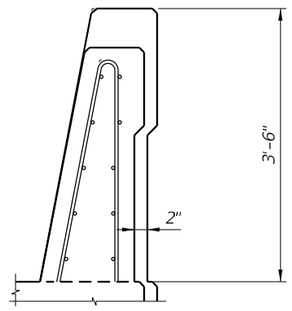
NOTE:
1. Provide Detail "B" height transition where 42" Single-Slope Traffic Railings increase to 44" Barriers beyond flexible pavement approaches.
2. Work Detail "B" with Index 400-090.
3. Provide Detail "C" height transition where 42" Traffic Railings are required on bridge, and 36" or 38" Barriers are shown on approaches.
4. Work Detail "C" with Indexes 400-090 or 400-091, 521-427, and 521-610 as necessary.
5. Field cut 5P Bars as shown to maintain 2" min. (4" max.) cover at top of traffic railing.

DETAIL "B"





VIEW D-D
RAILING HEIGHT TRANSITION
(Begin/End of Bridge)
(Bars 5V not shown for clarity)



SECTION E-E
(Index 400-091 Shown, 400-090 Similar)
(Index 521-427 Bars 4V not shown for Clarity)

DETAIL "C"

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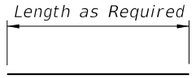
LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (42" SINGLE-SLOPE)	INDEX 521-428	SHEET 3 of 4

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

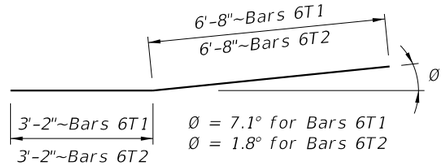
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
P	5	7'-0"
S1	6	As Reqd.
S2	5	As Reqd.
T1 & T2	6	10'-0"
V	5	5'-9"



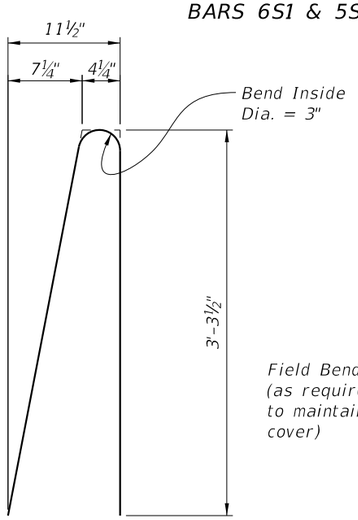
BARS 6S1 & 5S2

ROADWAY CROSS-SLOPE	LOW GUTTER	HIGH GUTTER
	ØB	ØB
0% to 2%	101°	101°
2% to 6%	98°	104°
6% to 10%	95°	107°

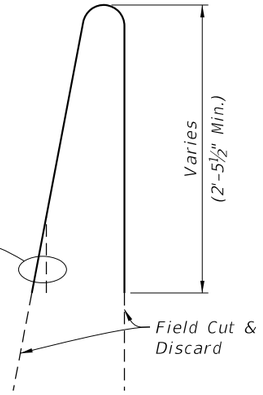
ØA and ØB shall be 90° if Contractor elects to place Railing perpendicular to the Deck.



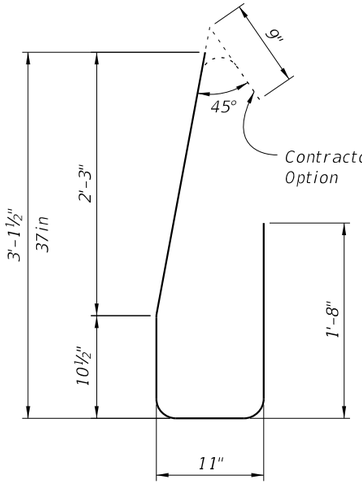
TRANSITION BARS 6T1 & 6T2
(2~Bars 6T1 & 3~Bars 6T2 required per Railing End Transition)



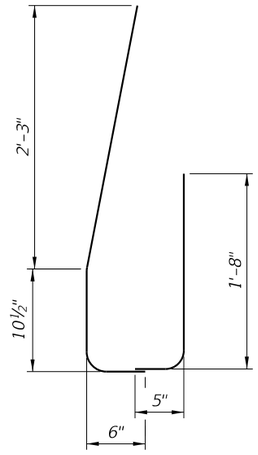
STIRRUP BAR 5P



TRANSITION STIRRUP BAR 5P
To Be Field Cut (10 of each required per Railing End Transition)

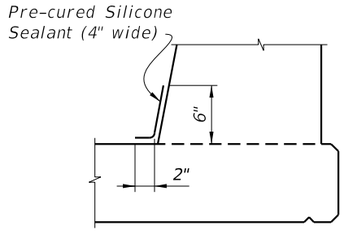


STIRRUP BAR 5V



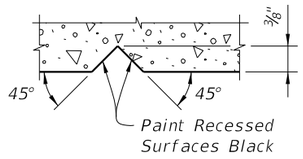
END STIRRUP BAR 5V
To Be Field Cut and Lapped

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 6S1 may be continuous or spliced at the construction joints. Lap splices for Bars 6S1 and 5S2 shall be a minimum of 3'-0" and 2'-2", respectively.
4. The Contractor may utilize deformed WWR when approved by the Engineer. WWR must meet the requirements of Specification Section 931.



DETAIL "C" - SECTION
AT INTERMEDIATE OPEN JOINT

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.



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

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.143
Reinforcing Steel	LB/LF	39.34

Note:
The estimated railing quantities are based on a 2% deck cross slope; railing on low side of deck.

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TRAFFIC RAILING NOTES

This Traffic Railing Retrofit has been structurally evaluated to be equivalent or greater in strength to a design which has been successfully crash tested previously and approved for a NCHRP Report 350 Test Level 4 rating, except for the Tapered End Transition on Index 521-484.

CONCRETE: Concrete for the Traffic Railing (Vertical Face Retrofit), Spread Footing Approaches and replacement curb sections shall be Class IV. Concrete for Curb Transition Blocks shall be Class II (Bridge Deck).

REINFORCING STEEL: Reinforcing steel shall be ASTM A615, Grade 60, except Expansion Dowel Bar B which shall be ASTM A36 smooth round bar hot-dip galvanized in accordance with the Specifications.

EXPANSION SLEEVE ASSEMBLY: Pipe sleeve shall be ASTM D2241 PVC pipe, SDR13.5. End Cap shall be ASTM D2466 PVC socket fitting, Schedule 40. End of Sleeve assembly at railing open joint shall be sealed with silicone to prevent concrete intrusion during railing casting. A compressible expanded polystyrene plug is required in the opposite end of the assembly for correct dowel positioning during railing casting. Correct dowel positioning is required in order to provide for thermal movement of the deck.

ADHESIVE-BONDED ANCHORS AND DOWELS: Adhesive Bonding Material Systems for Anchors and Dowels shall comply with Specification Section 937 and be installed in accordance with Specification Section 416. The field testing proof loads required by Specification Section 416 shall be 23,800 lbs. for Dowel Bars 6D on the inside face (traffic side) of the railing (1'-0" embedment) and 18,500 lbs for Dowel Bars 6D along the outside face of the traffic railing (5" min. embedment).

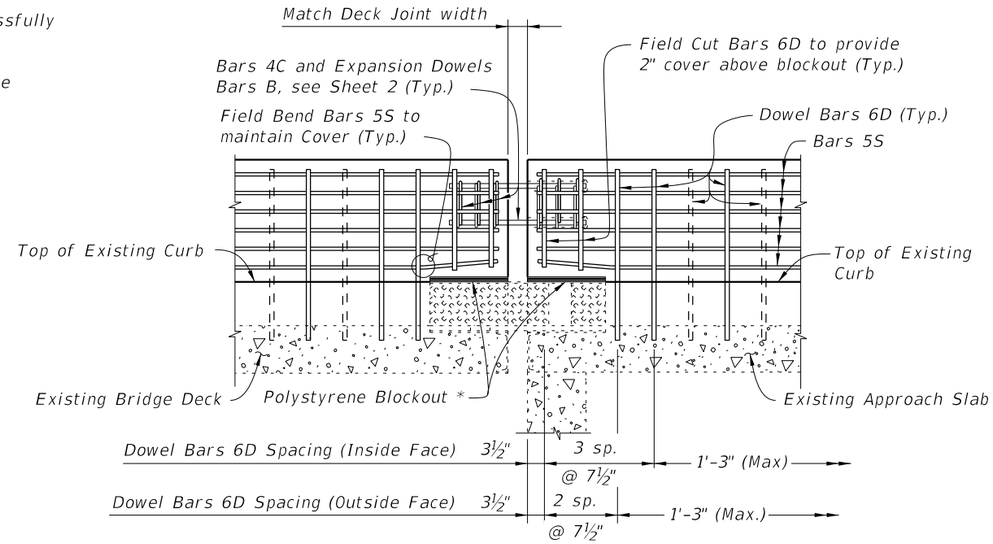
BRIDGES ON CURVED ALIGNMENTS: The details presented in these Indexes are shown for bridges on tangent alignments. Details for bridges on horizontally curved alignments are similar.

NAME, DATE AND BRIDGE NUMBER: 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 Date shall be the year the bridge was constructed. Letters and figures may be 3" tall black plastic as approved by the Engineer or ⅜" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

ELEVATION MARKERS: Elevation Markers need not be replaced when portions of the existing traffic railing carrying existing elevation markers are removed.

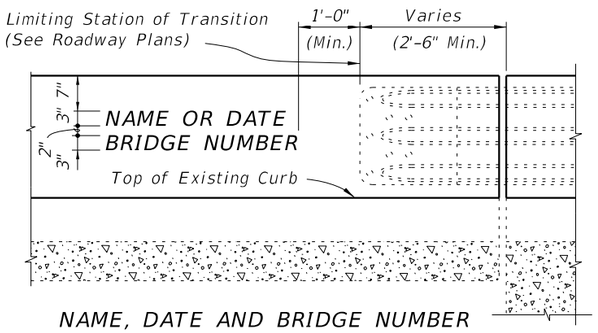
BARRIER DELINEATORS: Barrier Delineators shall meet Specification Section 993. Install Barrier Delineators on top of the Traffic Railing 2" from the face on the traffic side in accordance with Specification Section 705. Match the Barrier Delineator color (white or yellow) to the near edgeline.

PAYMENT: Payment under Traffic Railing (Vertical Face Retrofit) includes all materials and labor required to construct the railing and incidental work as required for transition blocks, curbs, spread footing approaches, and Barrier Delineators.



PARTIAL ELEVATION OF RAILING SHOWING FINGER/SLIDING PLATE JOINT - SCHEMES 2 THRU 5
(Begin or End Bridge Shown, Intermediate Joints Similar)

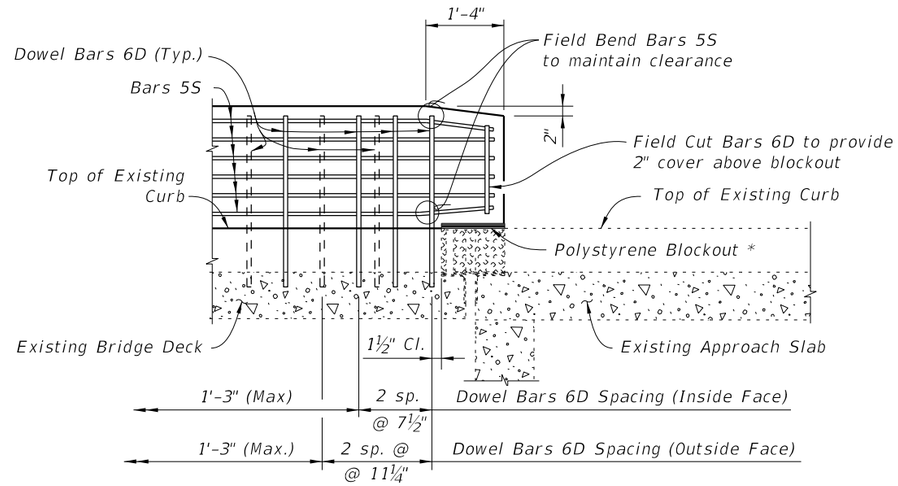
* Place 1" thick polystyrene blockout over limits of bridge deck expansion joint full width to the end of the Traffic Railing to allow for thermal movement. Seal Forms to prevent mortar leakage into the expansion joint.



NAME, DATE AND BRIDGE NUMBER
LETTERING DETAIL

ESTIMATED TRAFFIC RAILING QUANTITIES			
ITEM	UNIT	QUANTITY	
		9" Curb	Increment
Concrete	CY/FT	0.064	0.003 per in. height
Reinforcing Steel	LB/FT	13.27	0.10 per in. length

(Quantities are based on a 9" curb, no curb cross slope and 1'-0" embedment length of Bars 6D. If the curb height or embedment length differs from that shown, increase or decrease quantity by the given per inch increment.) See Index 521-484, Sheet 4 for Spread Footing Approach Quantities.



PARTIAL ELEVATION OF RAILING SHOWING FINGER/SLIDING PLATE JOINT AT BEGIN OR END BRIDGE - SCHEME 1
(Guardrail Transition not shown for clarity)

11/18/2019 4:09:55 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) TYPICAL DETAILS & NOTES	INDEX	SHEET
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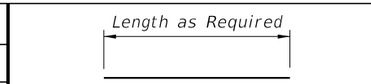
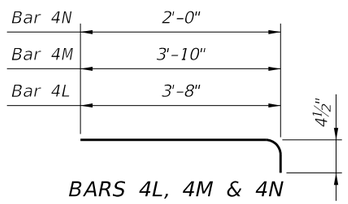
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAM

BILL OF REINFORCING STEEL

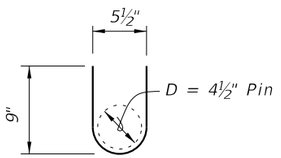
MARK	SIZE	LENGTH	INDEX NO.	NOTE NOS.
A	4	AS REQD.	521-482 ONLY	3
B	1" Ø	2'-0"	521-481 THRU 521-483	2 & 5
C	4	2'-0"	521-481 THRU 521-484	1, 2 & 3
D	6	AS REQD.	521-481 THRU 521-484	2 & 3
E	5	7'-4"	521-484 ONLY	1 & 3
F	5	4'-3"	521-484 ONLY	3
G	4	AS REQD.	521-484 ONLY	3
L	4	4'-1"	521-481 THRU 521-483	1 & 3
M	4	4'-3"	521-482 ONLY	1 & 3
N	4	2'-5"	521-482 ONLY	1 & 3
S	5	AS REQD.	521-481 THRU 521-484	2, 3 & 4



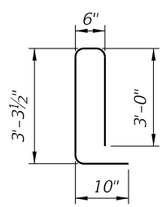
BARS 4A, B, 6D, 5F, 4G & 5S



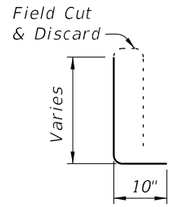
BARS 4L, 4M & 4N



BARS 4C
(12 required per open joint)



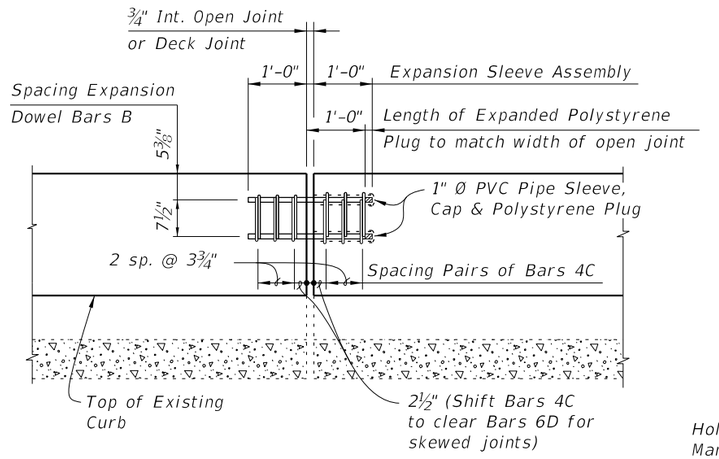
BARS 5E
(Typical Section)



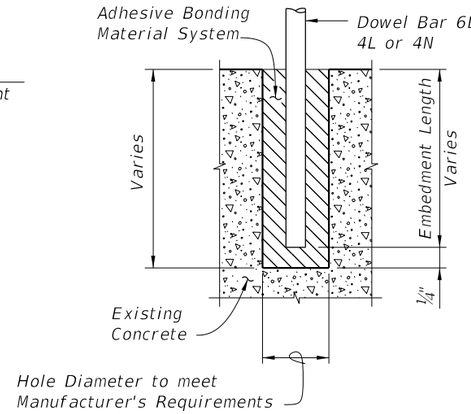
BARS 5E
(Tapered End Transition)

REINFORCING STEEL NOTES:

1. *All bar dimensions in the bending diagrams are out to out.*
2. *The reinforcement for the railing on a retaining wall shall be the same as detailed for a bridge deck.*
3. *All reinforcing steel in the Vertical Face Retrofit Railing shall have a 2" minimum cover.*
4. *Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".*
5. *Expansion Dowel Bars B shall be ASTM A36 smooth round bar and hot-dip galvanized in accordance with the Specifications.*



OPEN JOINT EXPANSION DOWEL DETAIL
(Railing Reinforcing Not Shown For Clarity)



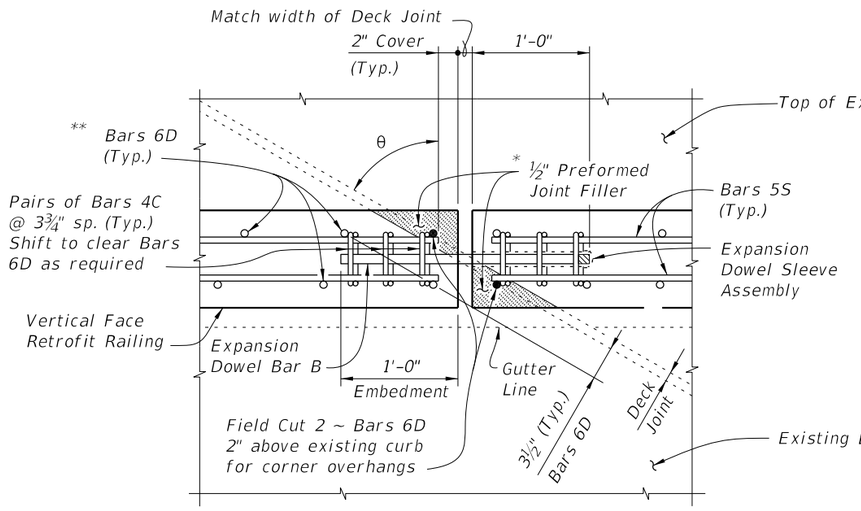
DOWEL DETAIL

Dowel Installation Notes:

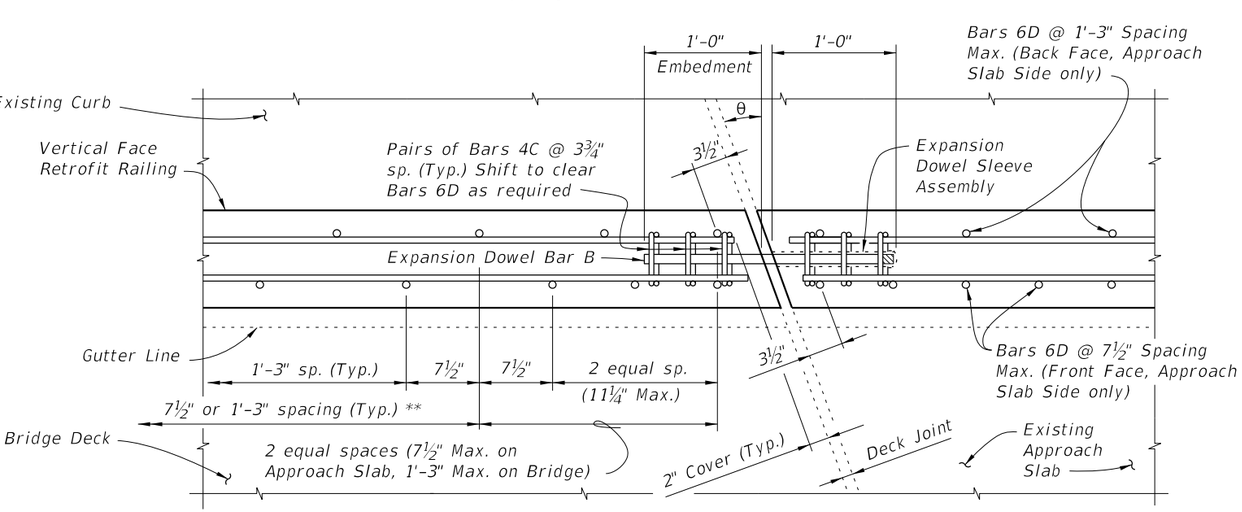
1. *Shift dowel holes to clear if the existing reinforcement is encountered.*
2. *See Index 521-481 thru 521-484 for required embedment length of Bars 6D, 4L or 4N.*

* *½" Preformed Joint Filler at top of Existing Curb shall extend beyond the joint material (Silicone, poured rubber, armored neoprene seal or sliding plates) as shown to prevent concrete intrusion during railing casting and shall be placed so as not to restrict in any way normal joint movement.*

** *See Index 521-481 thru 521-484 for spacing of Bars 6D.*



PARTIAL PLAN OF RAILING (SKEW ANGLE θ GREATER THAN 20°)
(Skewed Deck Joint at Begin or End Bridge Shown, Skewed Deck Joint at Intermediate Pier or Bent Similar)



PARTIAL PLAN OF RAILING (SKEW ANGLE θ = 20° OR LESS)
(Skewed Deck Joint at Begin or End Bridge Shown, Skewed Deck Joint at Intermediate Pier or Bent Similar)

SKEW DETAIL

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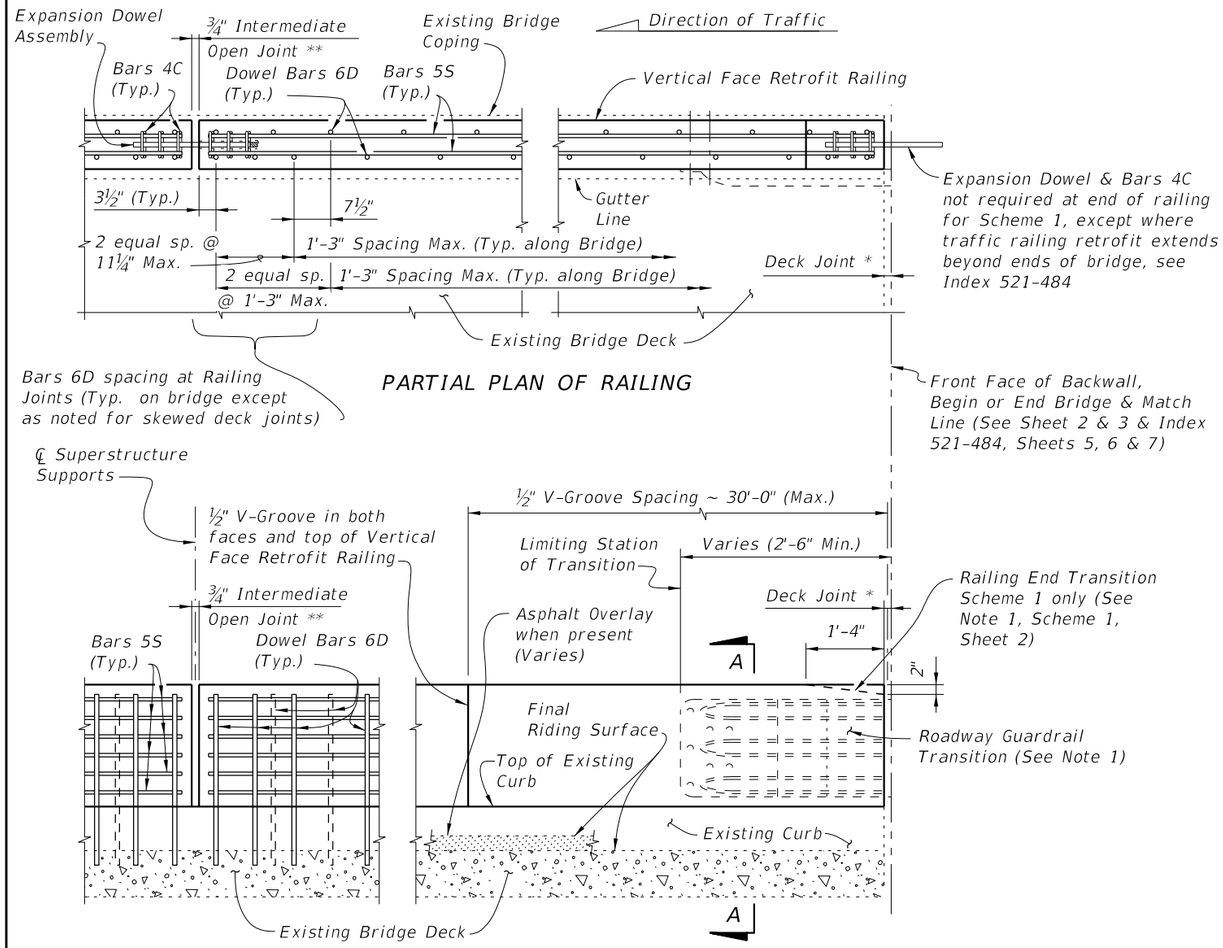
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) TYPICAL DETAILS & NOTES	INDEX 521-480	SHEET 2 of 2



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies & Bars 4C not shown for clarity)

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:

1. On approach end provide a Roadway Guardrail Transition, Index 536-002 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2 or 3, Index 521-481, Sheet 2 and 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of trailing end see Roadway Plans. If vertical face retrofit extends beyond bridge and approach slab ends, see Index 521-484 for treatment and Details.

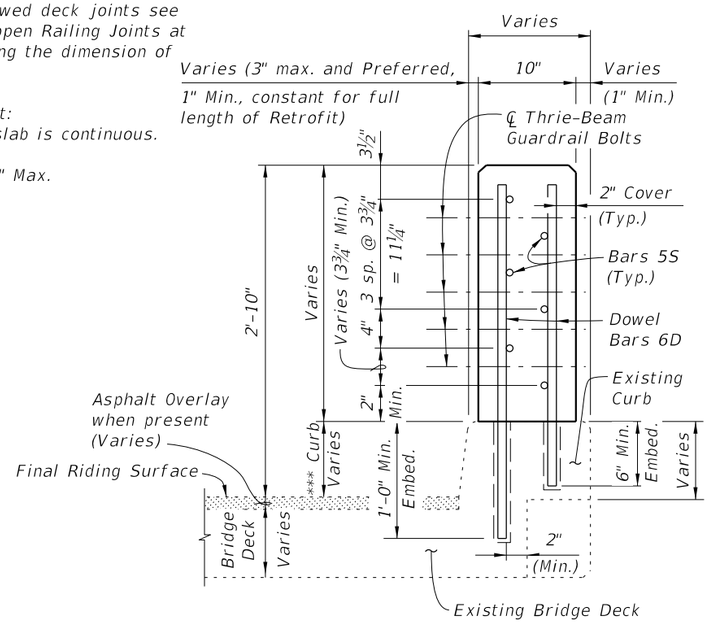
2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

* Non skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail, Index 521-480. Provide open Railing Joints at Deck Expansion Joint locations matching the dimension of the Deck Joint.

** Provide ¾" Intermediate Open Joints at:
(1) – Superstructure supports where slab is continuous.

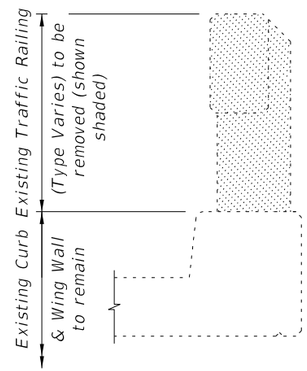
*** Curb heights vary from 5" Min. to 1'-2" Max.



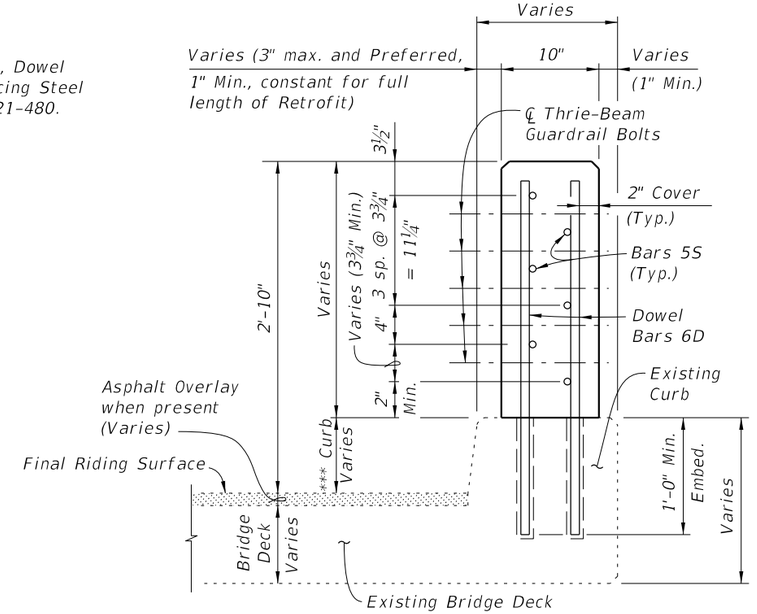
SECTION A-A
TYPICAL SECTION THRU RAILING ON CURB WITH CORBELS

CROSS REFERENCE:

For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagrams see Index 521-480.



TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL
(BRIDGE DECK SHOWN, WING WALL SIMILAR)



SECTION A-A
TYPICAL SECTION THRU RAILING ON FULL DEPTH CURB (BRIDGE SHOWN, WING WALL SIMILAR)

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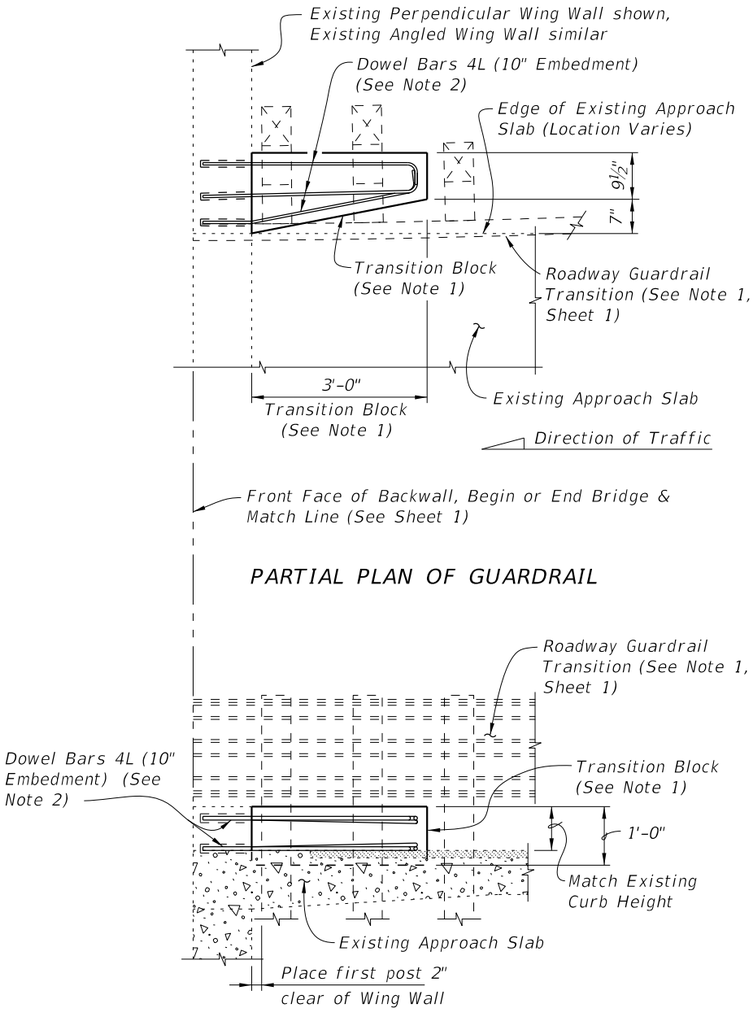
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) NARROW CURB	INDEX	SHEET
07/01/13						521-481	1 of 3



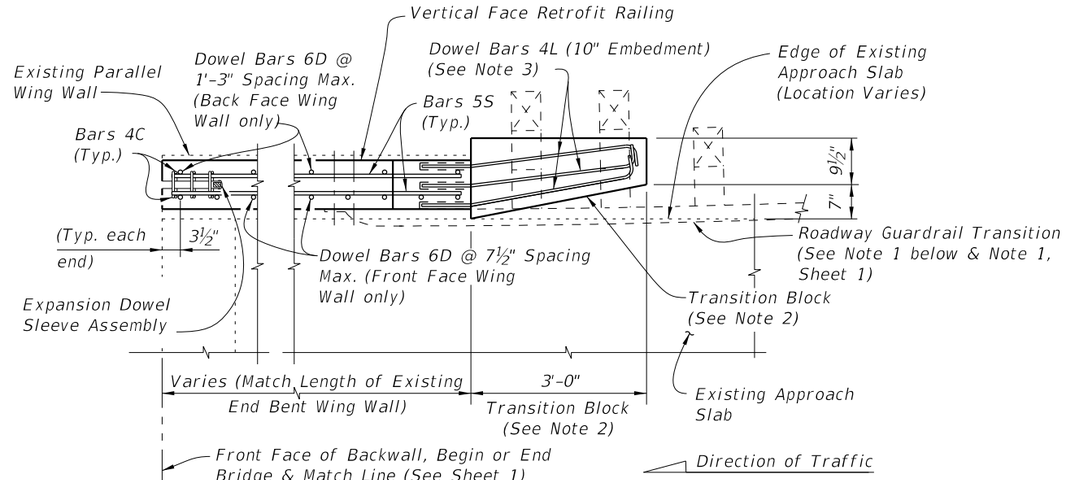
PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL

SCHEME 1
RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

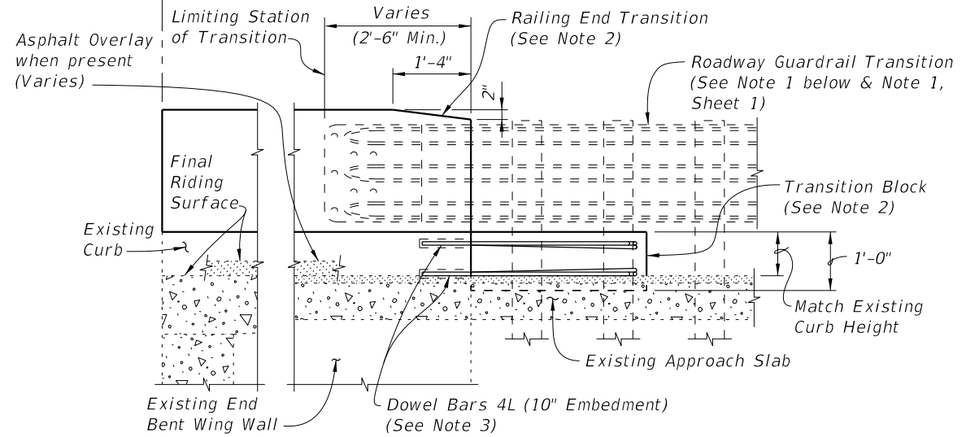
SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 2
RAILING END TREATMENT FOR PARALLEL WING WALLS

SCHEME 2 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index 521-481, Sheet 1. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.

2. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

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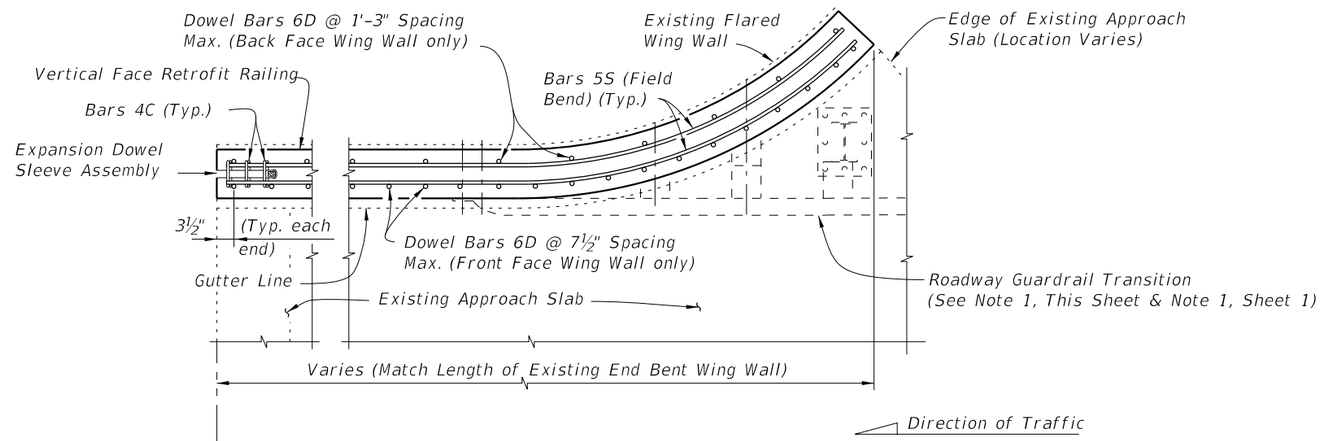
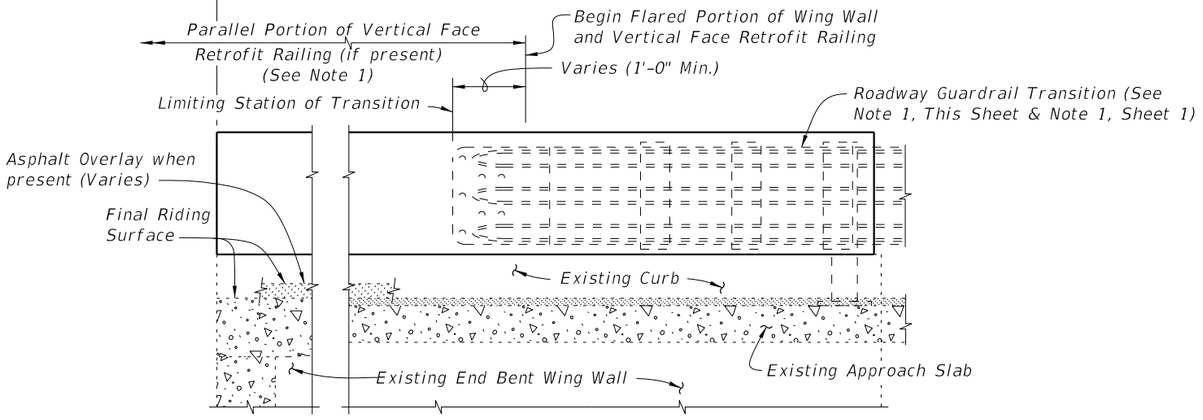
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) NARROW CURB	INDEX	SHEET
07/01/07						521-481	2 of 3



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 3 NOTE:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.

SCHEME 3
RAILING END TREATMENT FOR FLARED WING WALLS

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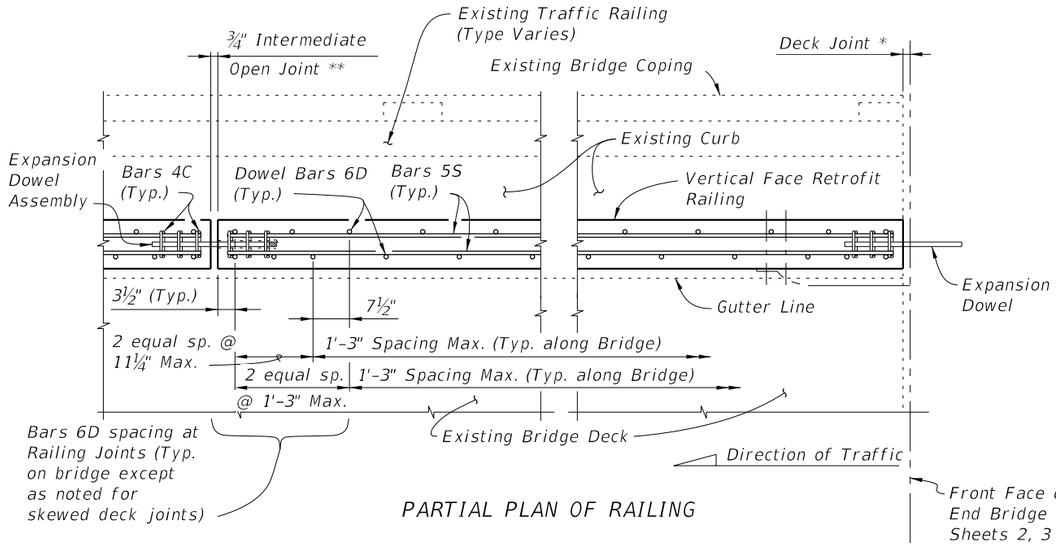
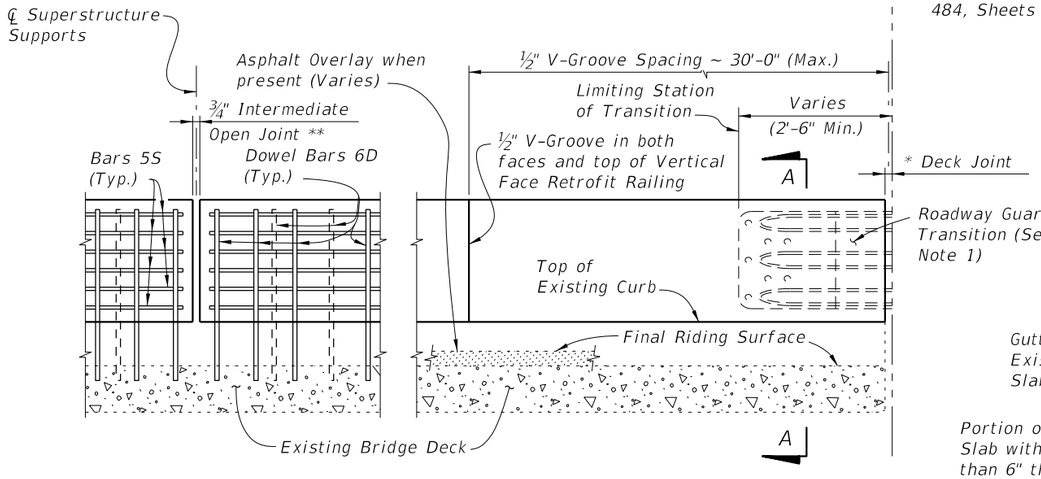
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/07			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) NARROW CURB	521-481	3 of 3



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Traffic Railing, Expansion Dowel
Assemblies & Bars 4C not shown for clarity)

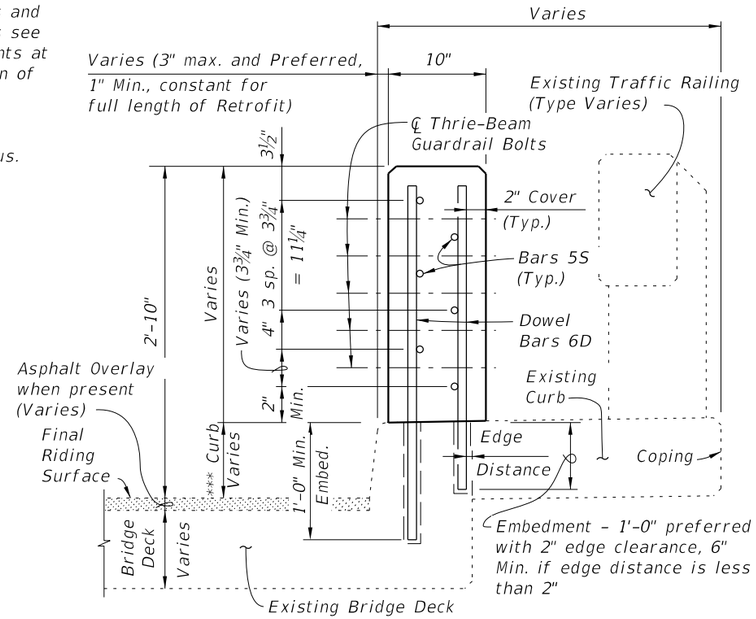
* Non skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail, Index 521-480. Provide open Railing Joints at Deck Expansion Joint locations matching the dimension of the Deck Joint.

** Provide ¾" Intermediate Open Joints at:
(1) - Superstructure supports where slab is continuous.

*** Curb heights vary from 5" Min. to 1'-2" Max.

CROSS REFERENCE:

For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagrams see Index 521-480.



SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

TYPICAL SECTION THRU EXISTING APPROACH
SLAB AND END BENT WING WALL
SHOWING LIMITS OF REMOVAL
(SCHEMES 4 AND 5 ONLY)

SECTION B-B
TYPICAL SECTION THRU
RAILING ALONG APPROACH SLAB
(SCHEMES 2 AND 3 ONLY)

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:

1. On approach end provide a Roadway Guardrail Transition, Index 536-002 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2, 3, 4 or 5, Sheets 3 and 4. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of trailing end see Roadway Plans. If vertical face retrofit extends beyond bridge and approach slab ends, see Index 521-484 for treatment and Details.

2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

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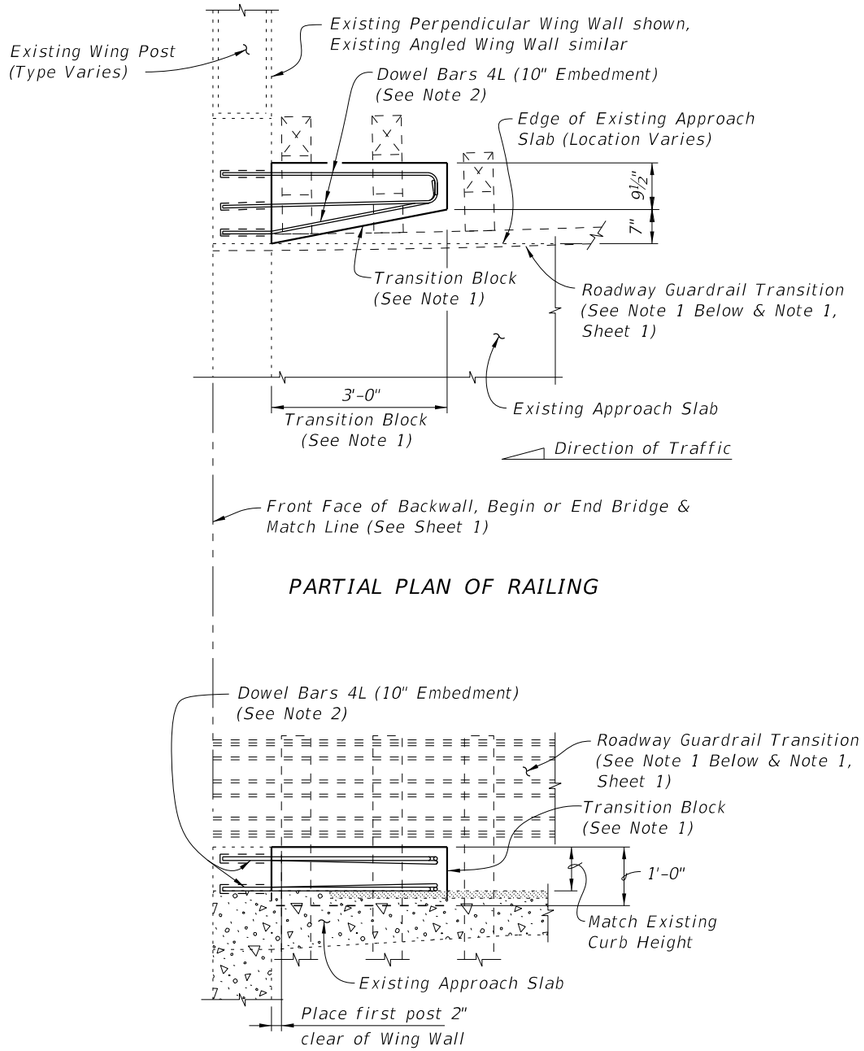
LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) WIDE CURB	INDEX 521-482	SHEET 1 of 4



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL
(Existing Wing Post not shown for clarity)

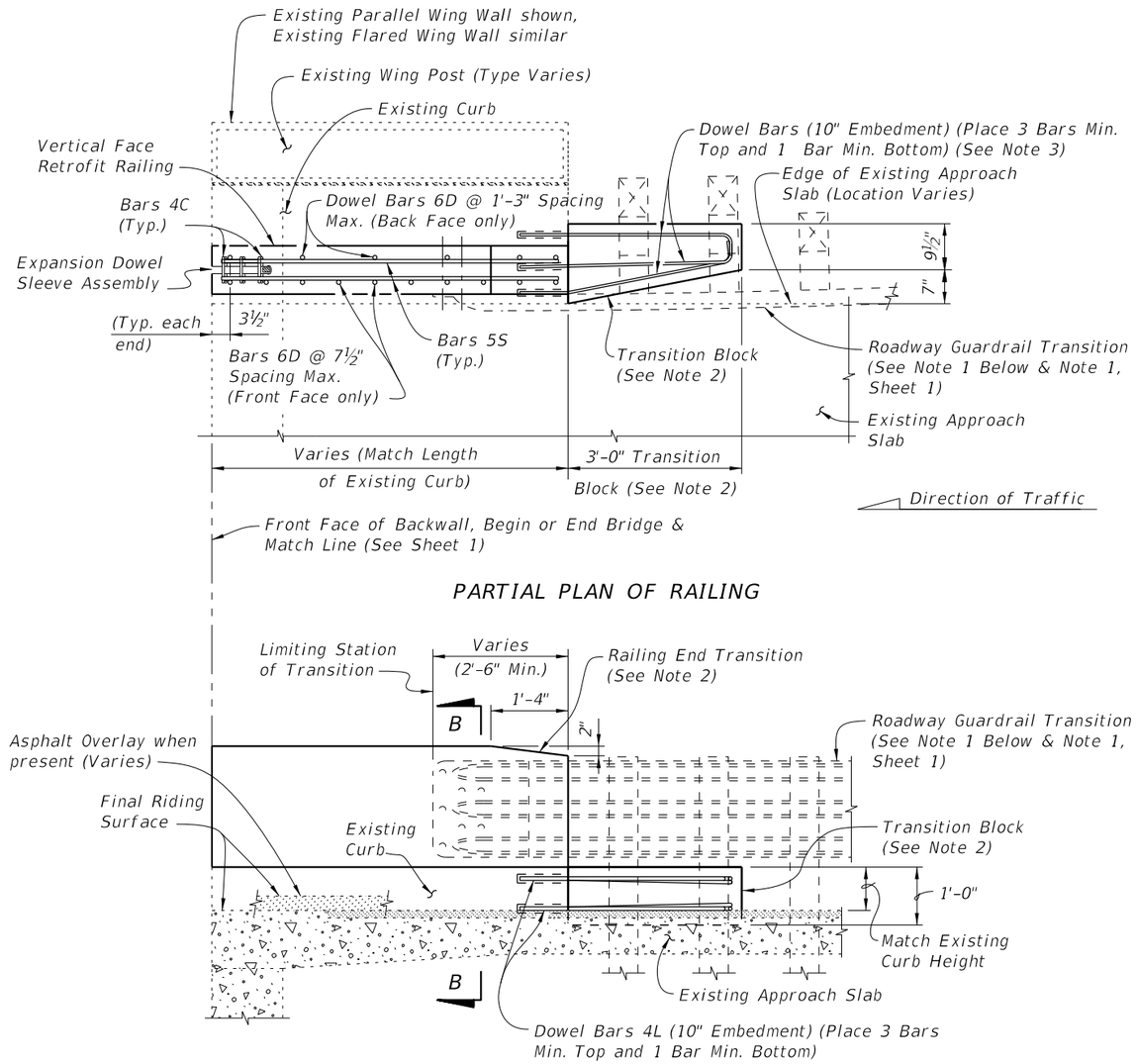
SCHEME 1
RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 2
RAILING END TREATMENT FOR PARALLEL CURBS

SCHEME 2 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.

2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

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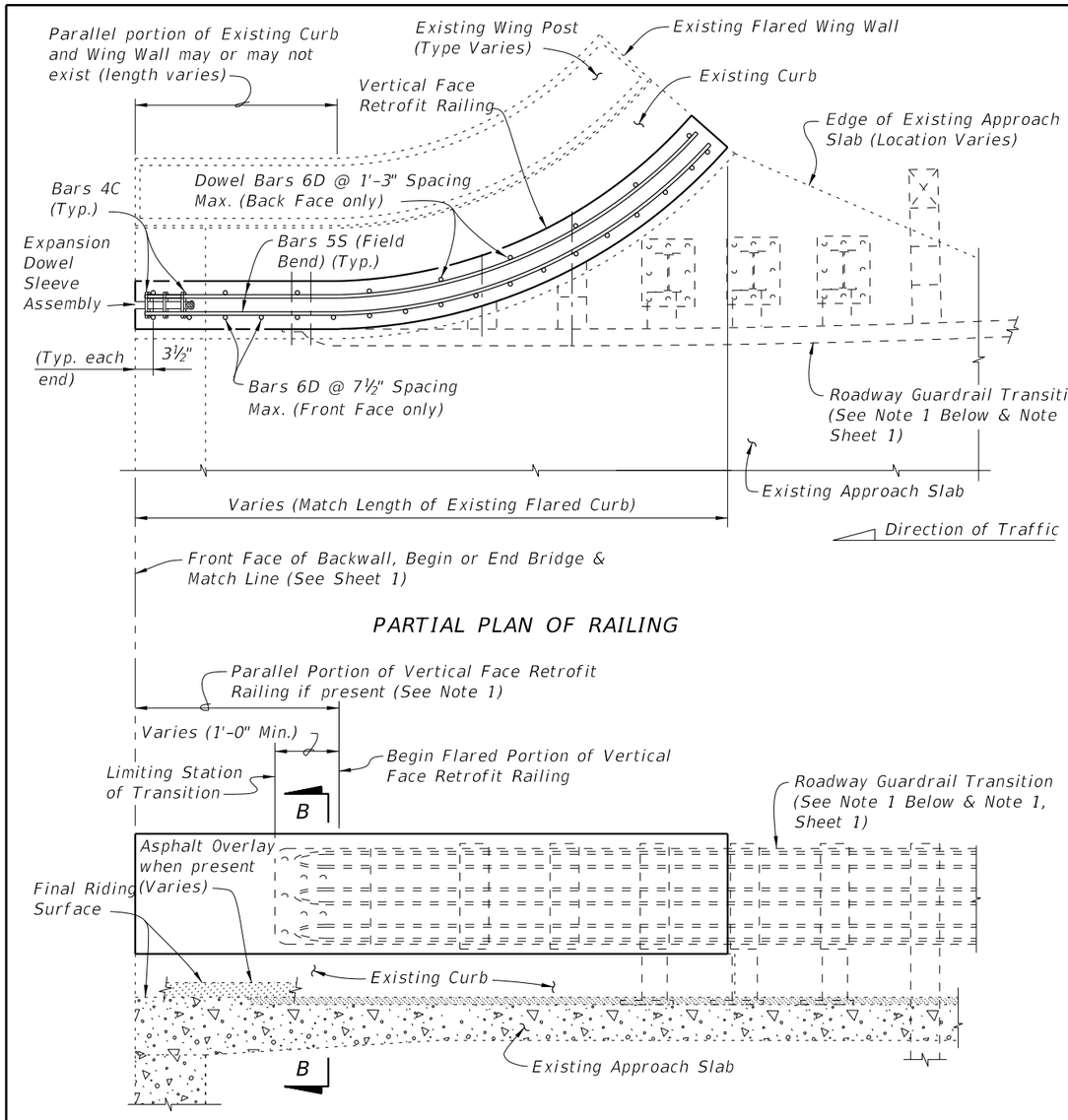


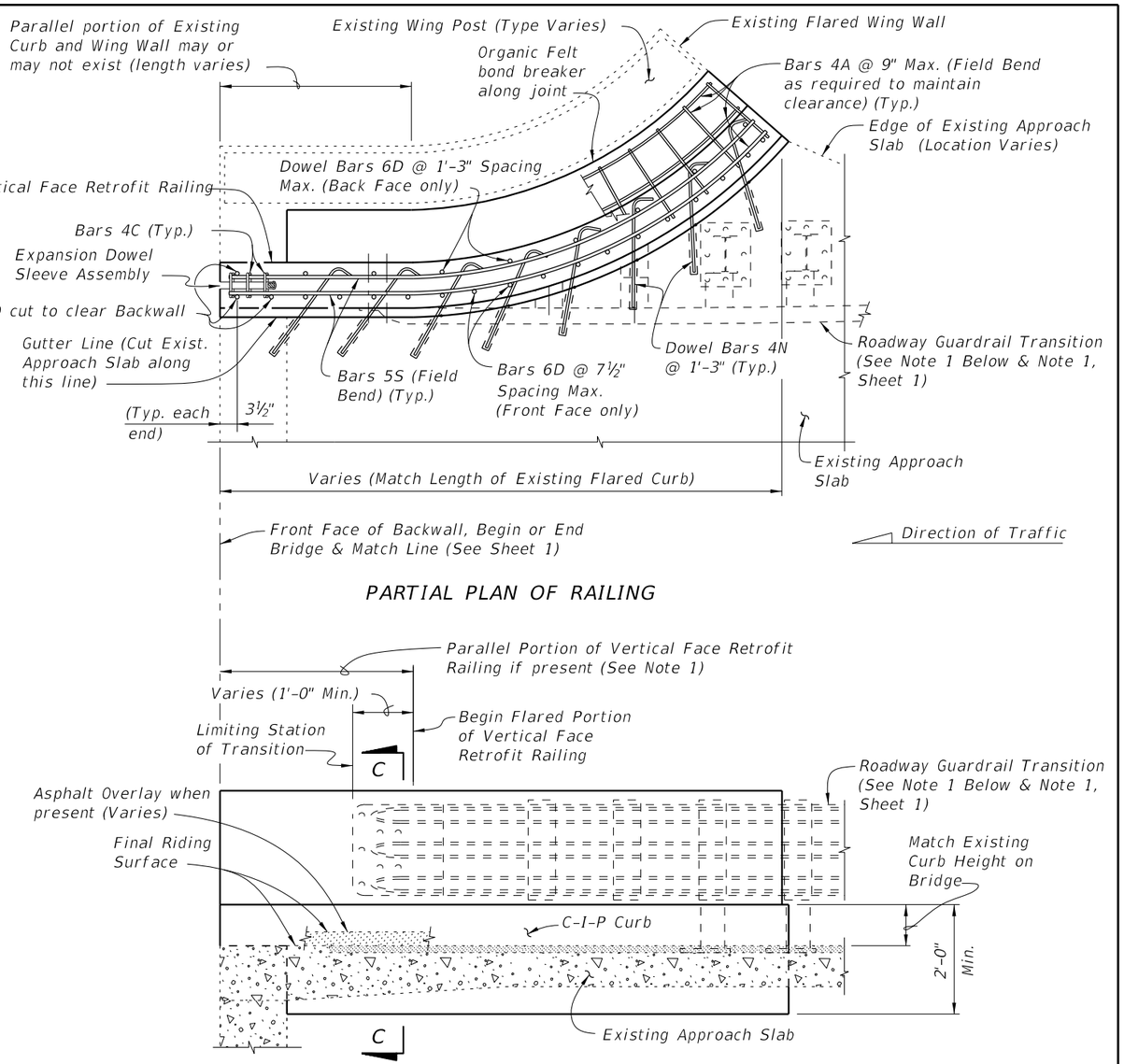
PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 3
RAILING END TREATMENT FOR FLARED CURBS

SCHEME 3 NOTE:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 4
RAILING END TREATMENT FOR FLARED CURBS

SCHEME 4 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.

2. Dowel Bars 4N may be installed on a maximum angle of 45° to the cut edge of the Approach Slab as shown to facilitate drilling of holes and installation of bars.

3. At the Contractor's option, along the length of the Approach Slab curb that is to be replaced, Dowel Bars 6D may be cast in with the new section of curb as shown or they may be installed in drilled holes in the new section of curb using an Adhesive Bonding Material System with a 1'-0" minimum embedment.

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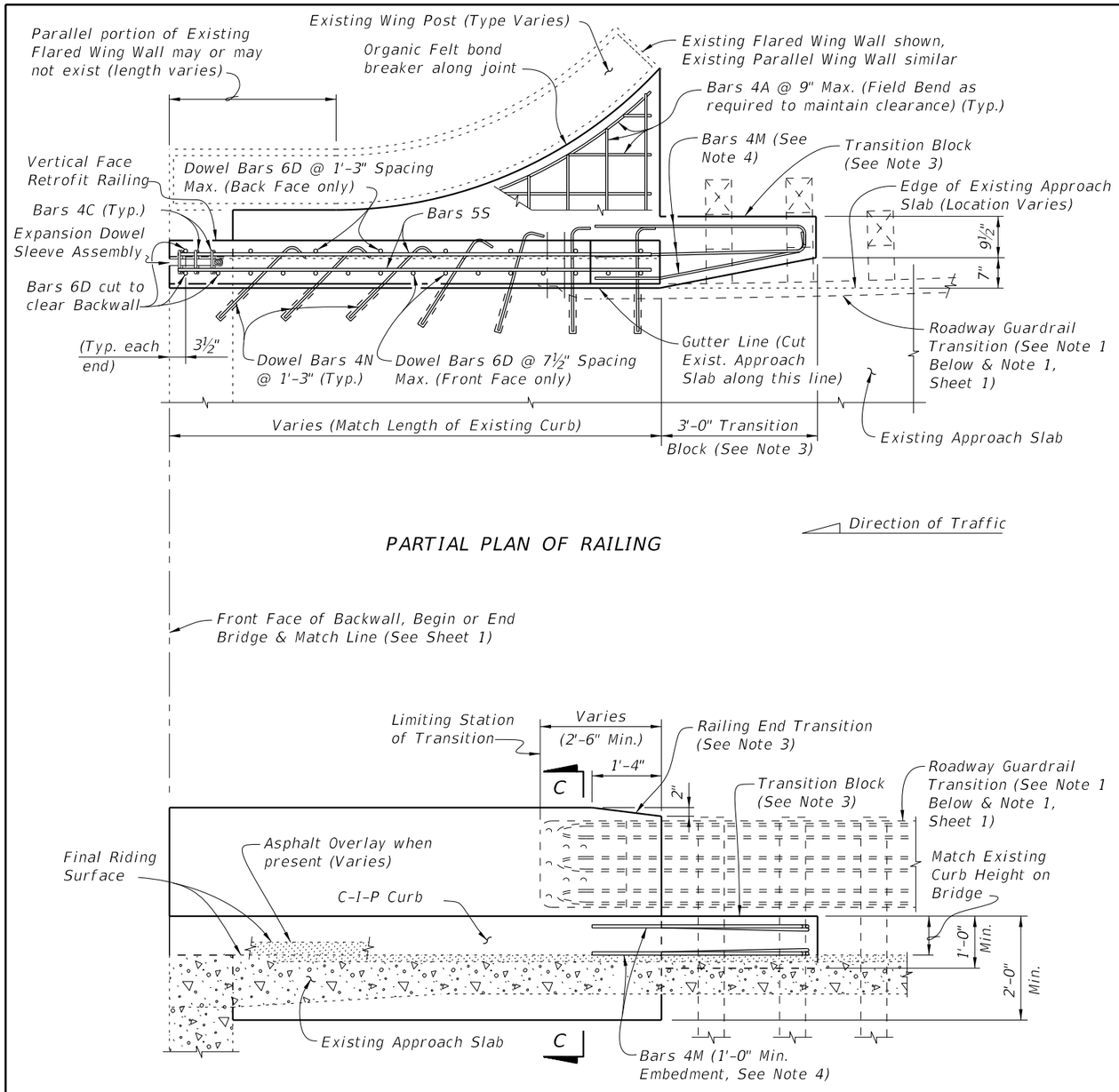
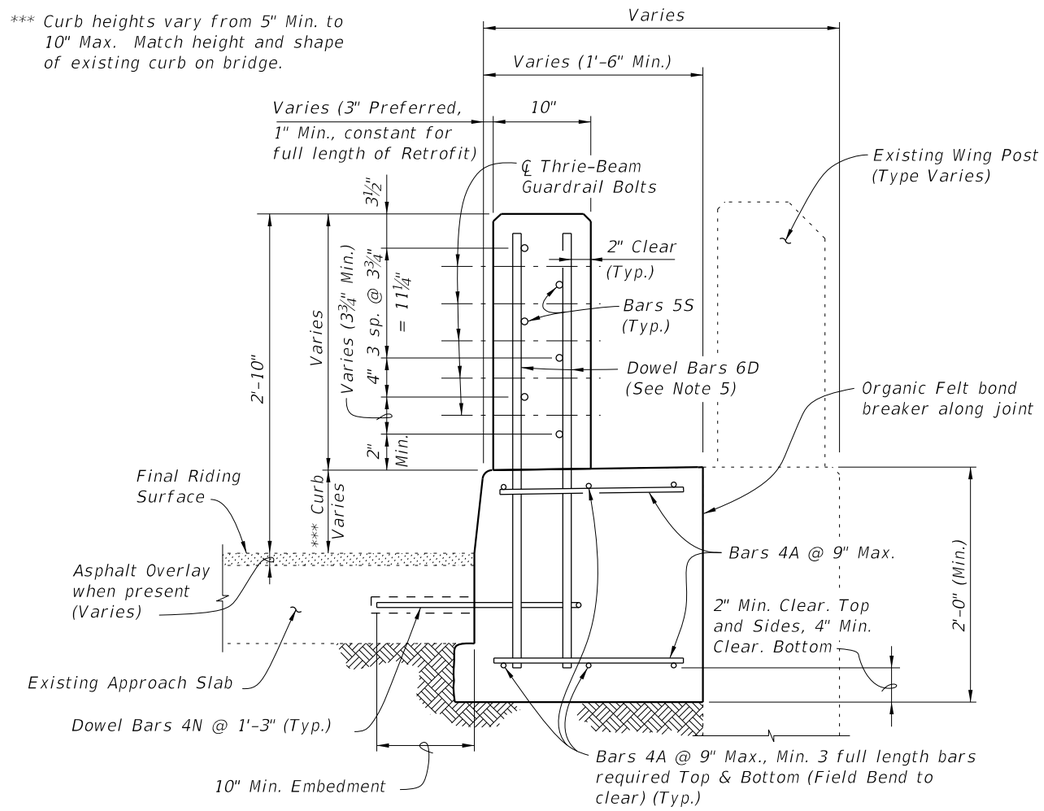
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) WIDE CURB	INDEX	SHEET
11/01/16						521-482	3 of 4



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 5
RAILING END TREATMENT FOR PARALLEL CURBS



SECTION C-C
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEME 4 SHOWN, SCHEME 5 SIMILAR)

SCHEME 5 NOTES:

1. *See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.*
2. *Dowel Bars 4N may be installed on a maximum angle of 45° to the cut edge of the Approach Slab as shown to facilitate drilling of holes and installation of bars.*
3. *Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.*
4. *Field bend Dowel Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.*
5. *At the Contractor's option, along the length of the Approach Slab curb that is to be replaced, Dowel Bars 6D may be cast in with the new section of curb as shown or they may be installed in drilled holes in the new section of curb using an Adhesive Bonding Material System with a 1'-0" minimum embedment.*

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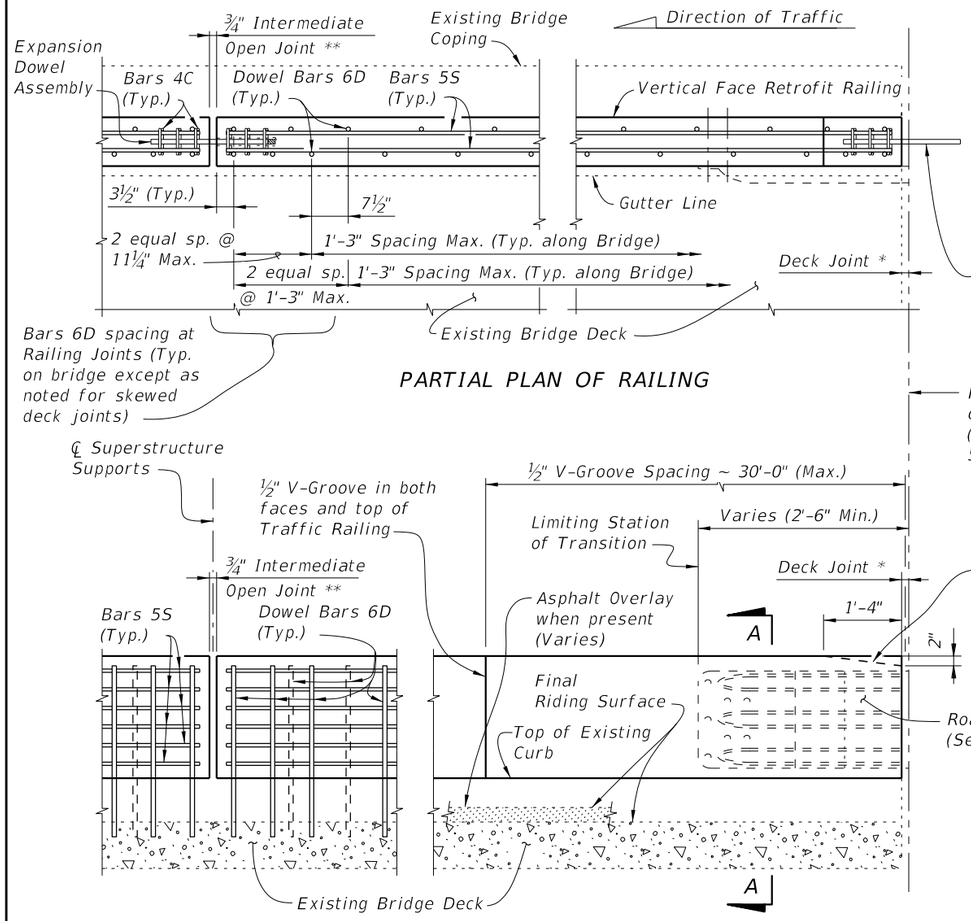
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) WIDE CURB	INDEX 521-482	SHEET 4 of 4



PARTIAL PLAN OF RAILING

* Non skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail, Index 521-480. Provide open Railing Joints at Deck Expansion Joint locations matching the dimension of the Deck Joint.

** Provide ¾" Intermediate Open Joints at : (1) – Superstructure supports where slab is continuous.

*** Curb heights vary from 5" Min. to 1'-2" Max.

Expansion Dowel & Bars 4C not required at end of railing for Scheme 1, except where traffic railing retrofit extends beyond ends of bridge, see Index 521-484

Front Face of Backwall, Begin or End Bridge & Match Line (See Sheet 2 and 3 and Index 521-484, Sheets 5, 9 & 10.)

Railing End Transition Scheme 1 only (See Note 1, Scheme 1, Sheet 2, & Index 521-484, Sheet 5, 9 & 10)

Roadway Guardrail Transition (See Note 1)

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies and Bars 4C not shown for clarity

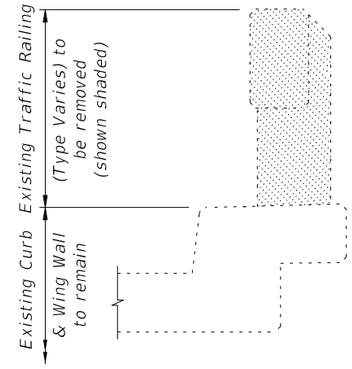
TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:

1. On approach end provide a Roadway Guardrail Transition, Index 536-002 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2 or 3, Sheets 2 & 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of trailing end see Roadway Plans. If vertical face retrofit extends beyond bridge and approach slab ends, see Index 521-484 for treatment and Details.

2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

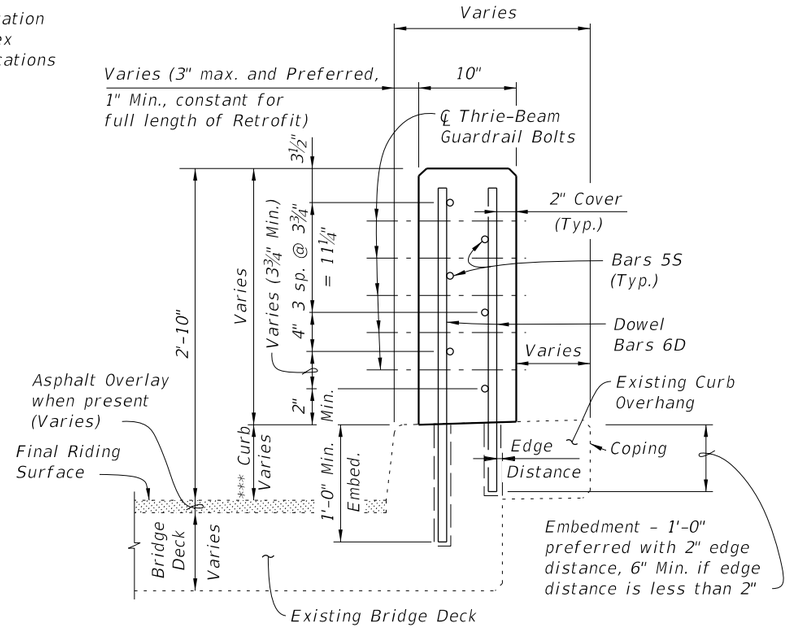
3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.



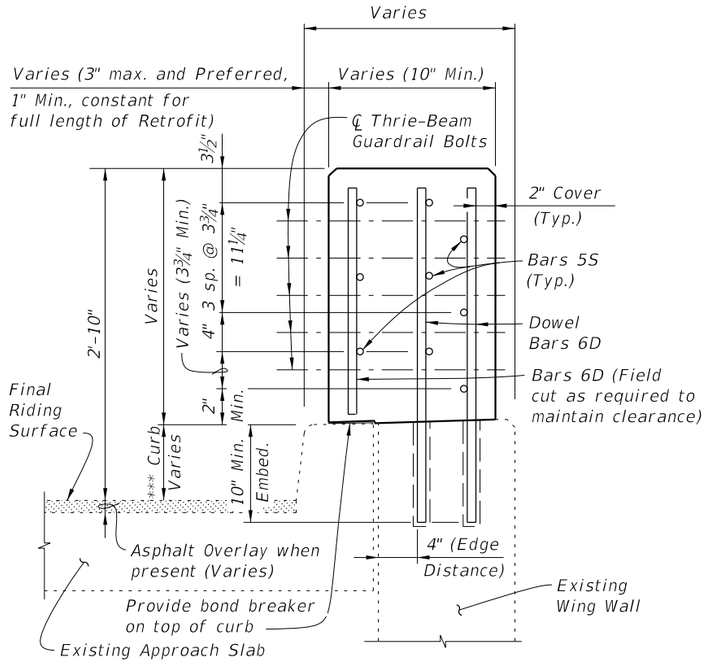
TYPICAL SECTION THRU EXISTING TRAFFIC RAILING
SHOWING LIMITS OF REMOVAL
(BRIDGE DECK SHOWN, WING WALL SIMILAR)

CROSS REFERENCE:

For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagram see Index 521-480.



SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



SECTION B-B
TYPICAL SECTION THRU RAILING ON WING WALL

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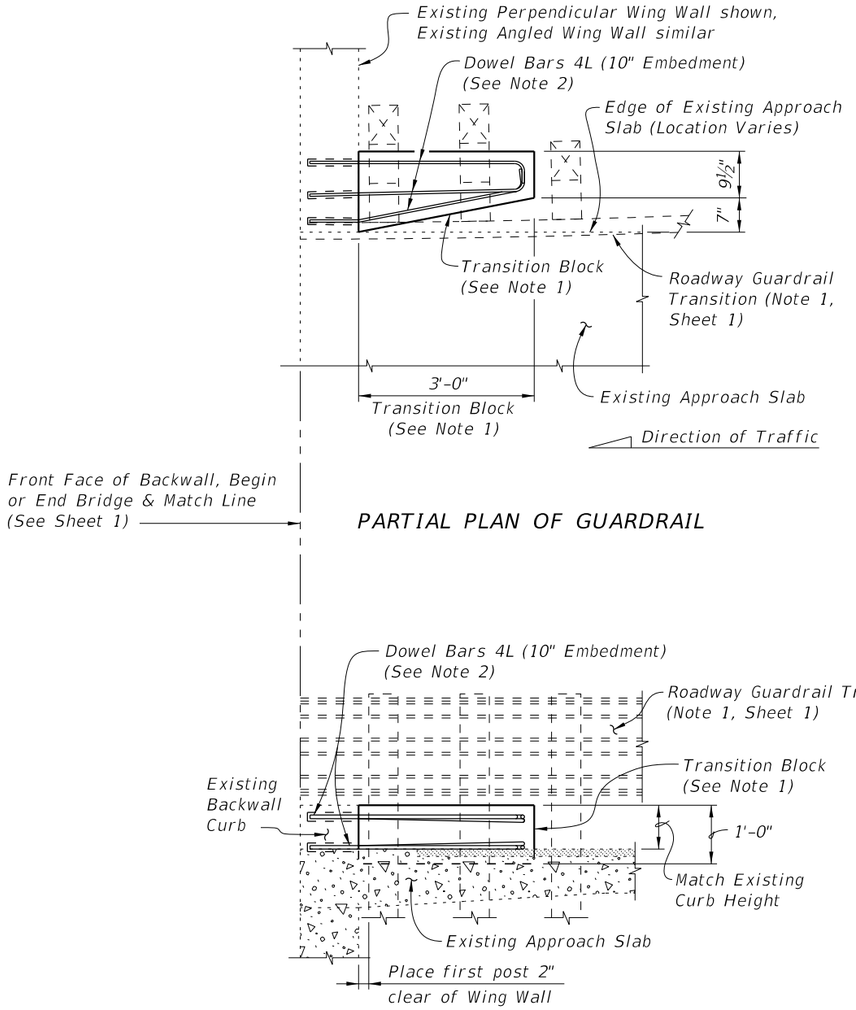
LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) INTERMEDIATE CURB	INDEX 521-483	SHEET 1 of 3



PARTIAL PLAN OF GUARDRAIL

PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL

SCHEME 1

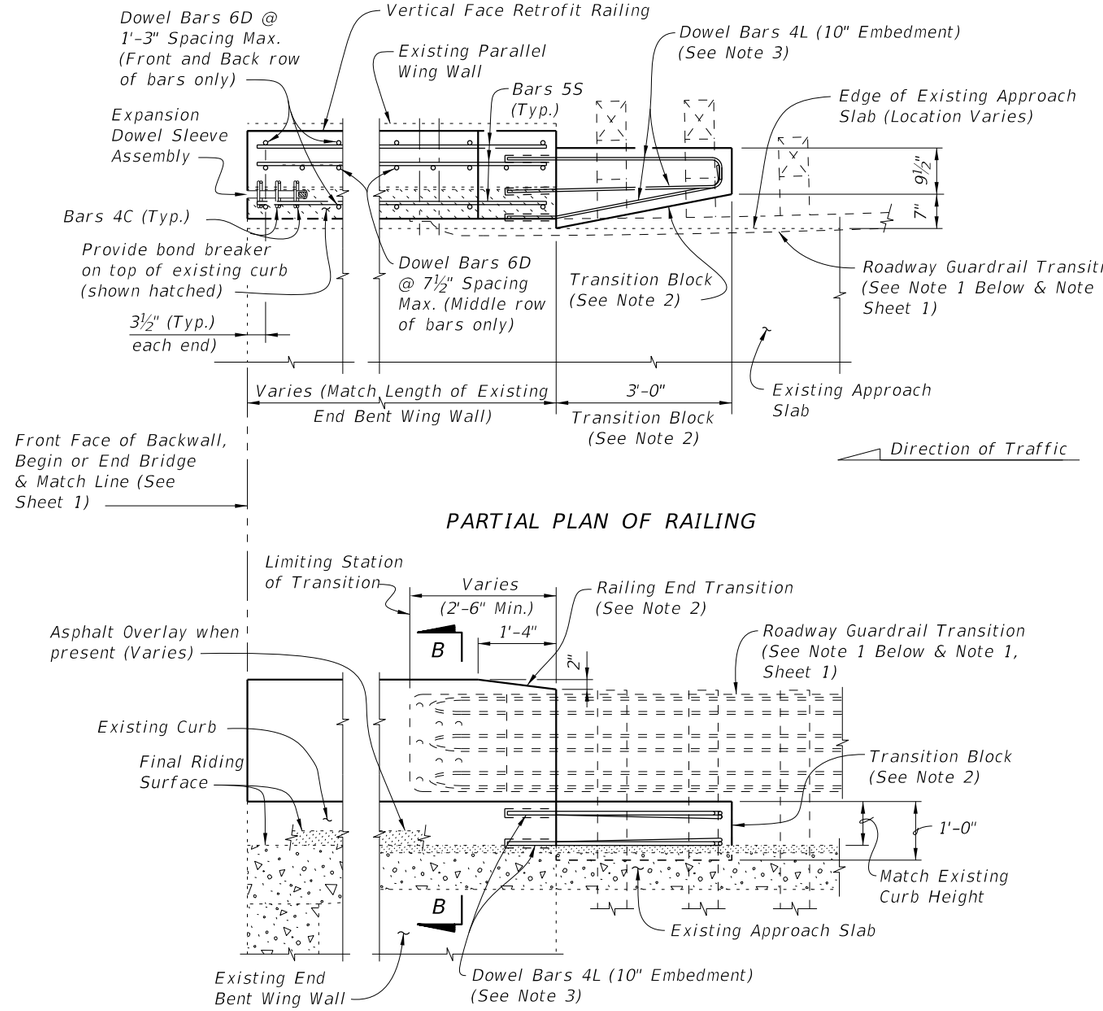
RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.



PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 2

RAILING END TREATMENT FOR PARALLEL WING WALLS

SCHEME 2 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.

2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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

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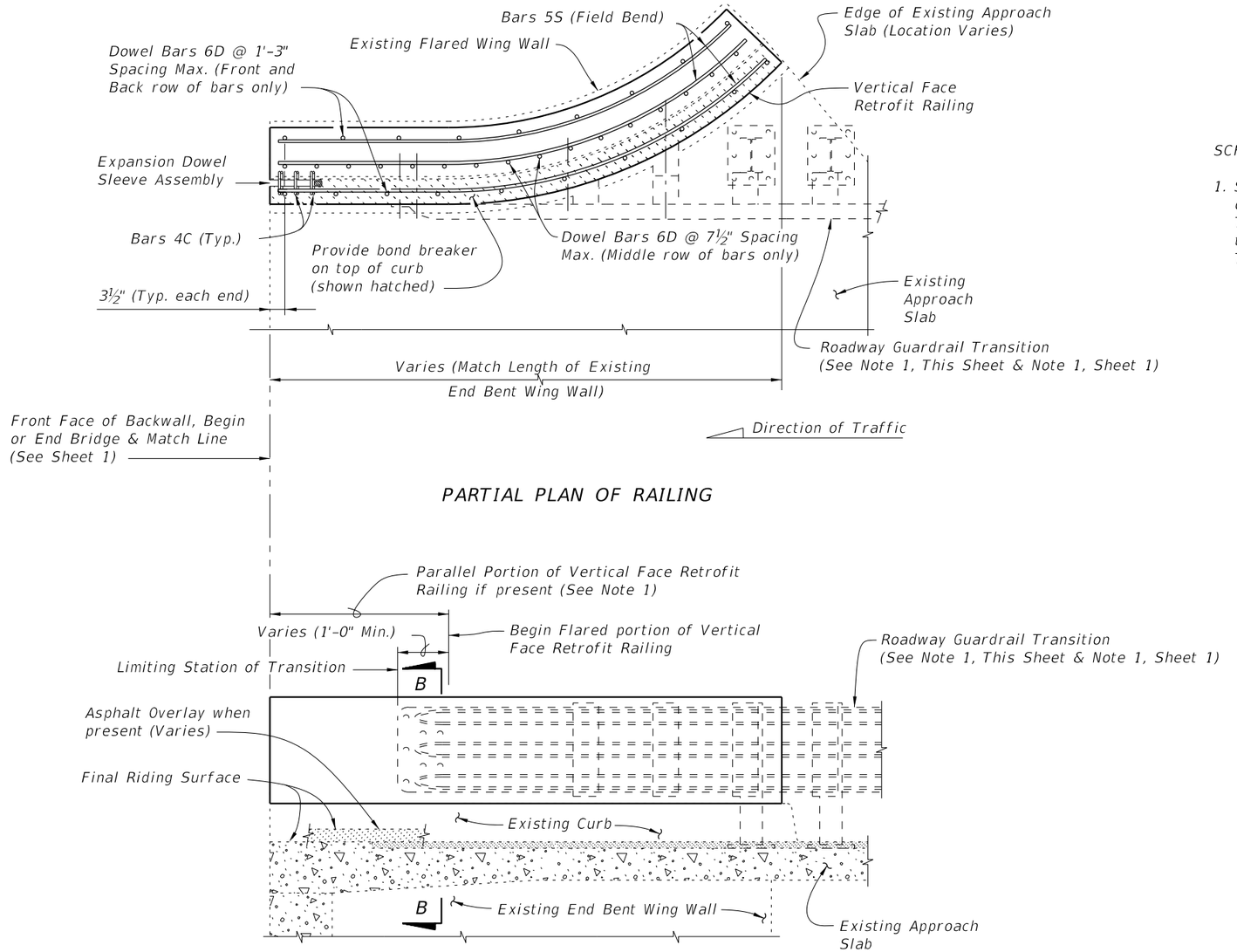

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 3 NOTE:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.

SCHEME 3
RAILING END TREATMENT FOR FLARED WING WALLS

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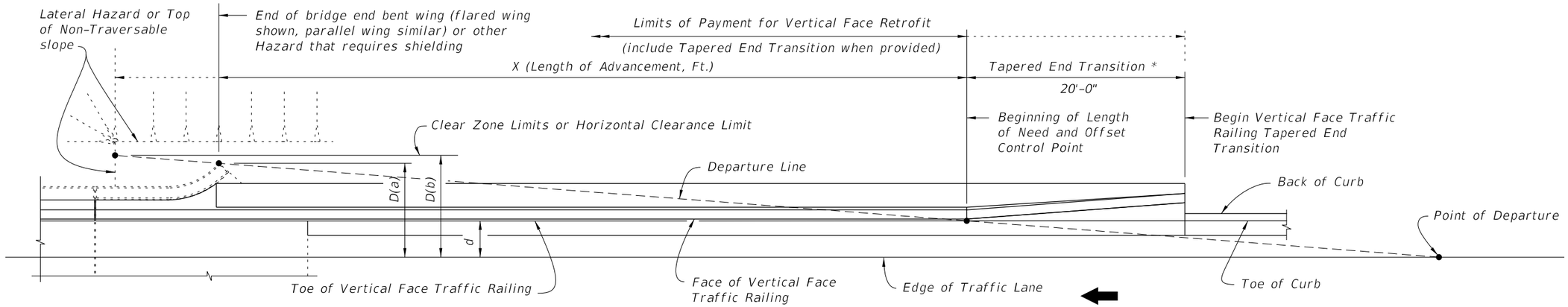
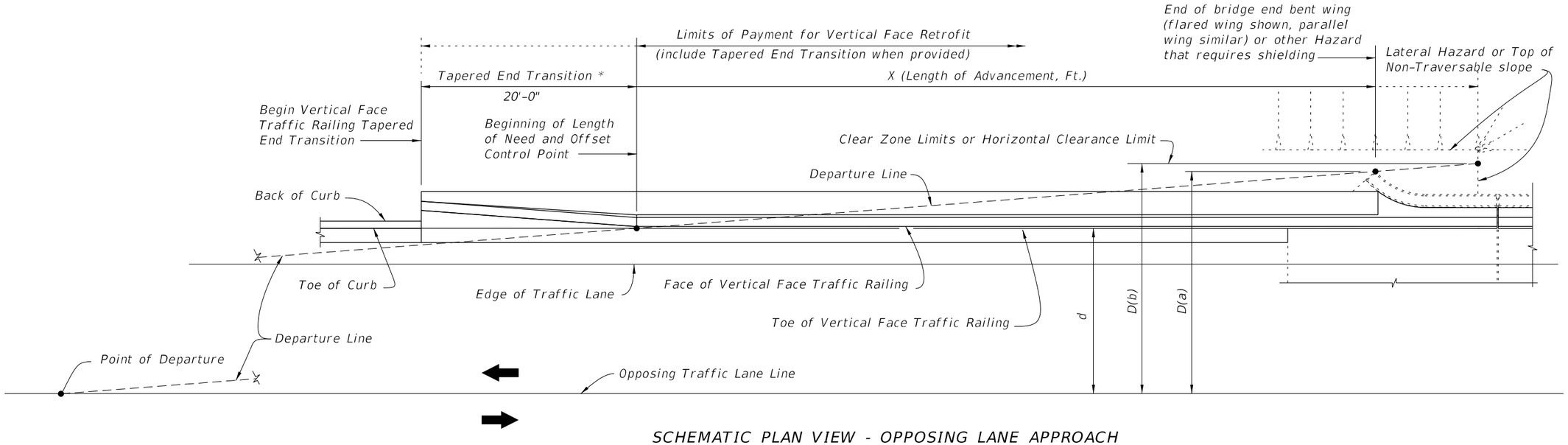
LAST REVISION	REVISION	DESCRIPTION:				
07/01/07			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) INTERMEDIATE CURB	INDEX 521-483	SHEET 3 of 3



* Guardrail or Crash Cushion may also be shown in the Contract Plans, in lieu of the Tapered End Transition.

SCHEMATIC PLAN VIEW - NEAR LANE APPROACH



SCHEMATIC PLAN VIEW - OPPOSING LANE APPROACH

CROSS REFERENCES:
For General Notes, Dowel Details, Expansion Dowel Details, Reinforcing Steel Notes and Reinforcing Steel Bending Diagram see Index 521-480.

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LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX	SHEET
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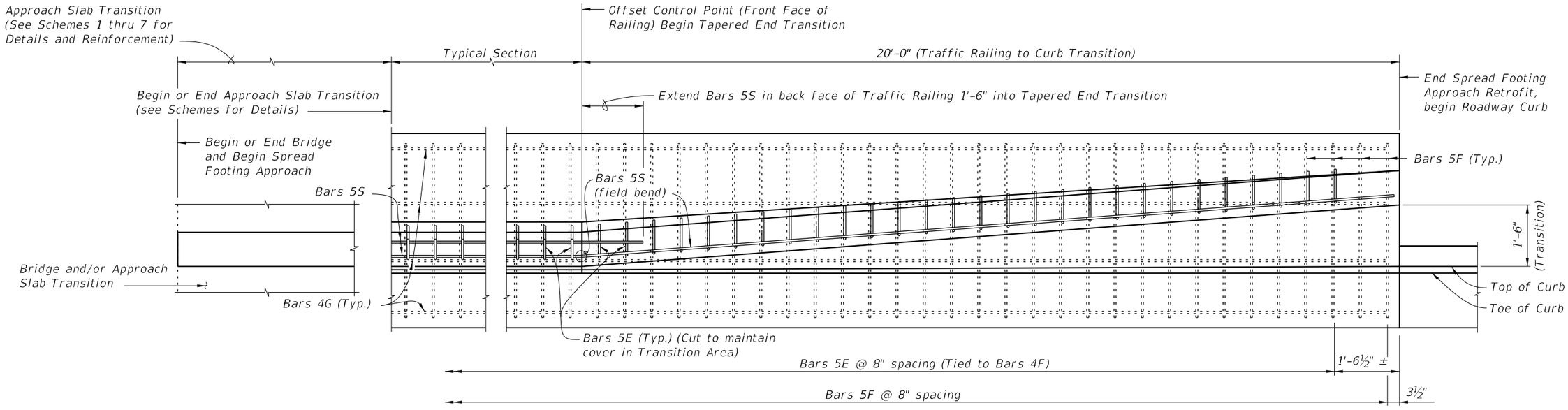
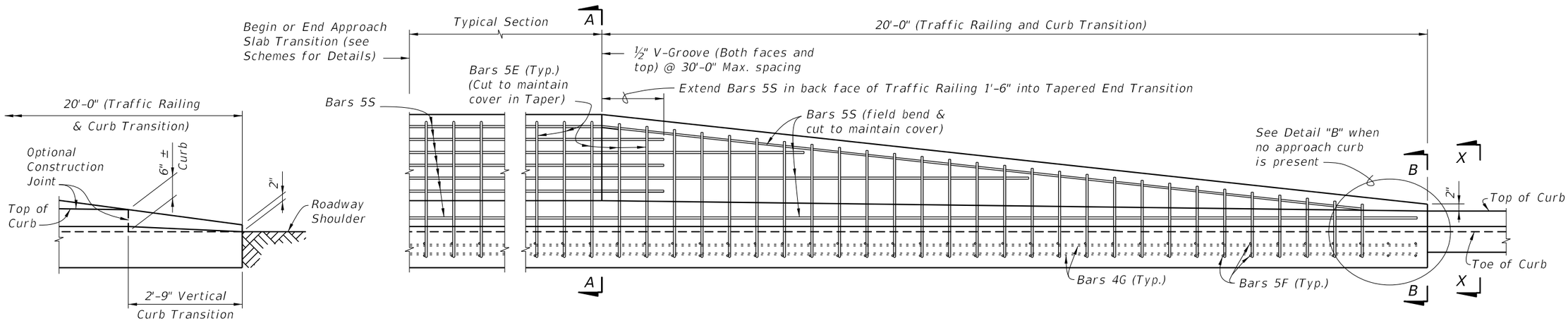


PARTIAL PLAN VIEW



PARTIAL ELEVATION VIEW

DETAIL "B"
TRANSITION TO NON-CURB APPROACH
(Reinforcing Not Shown For Clarity)

TAPERED END TRANSITION

CROSS REFERENCES:
For Section A-A, B-B and X-X see Sheet 4.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX	SHEET
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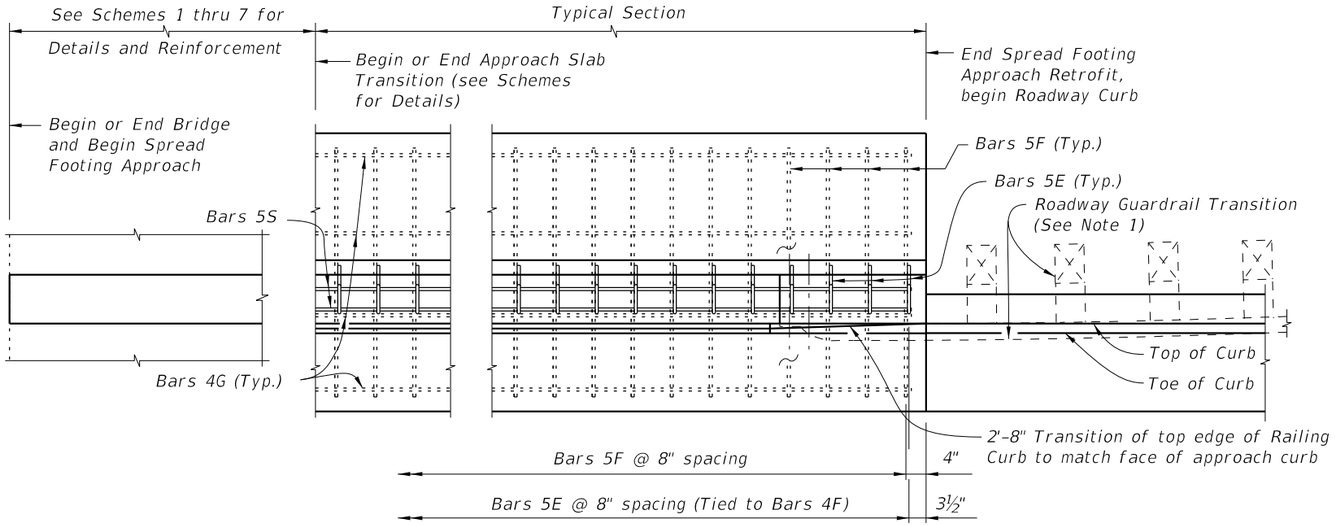
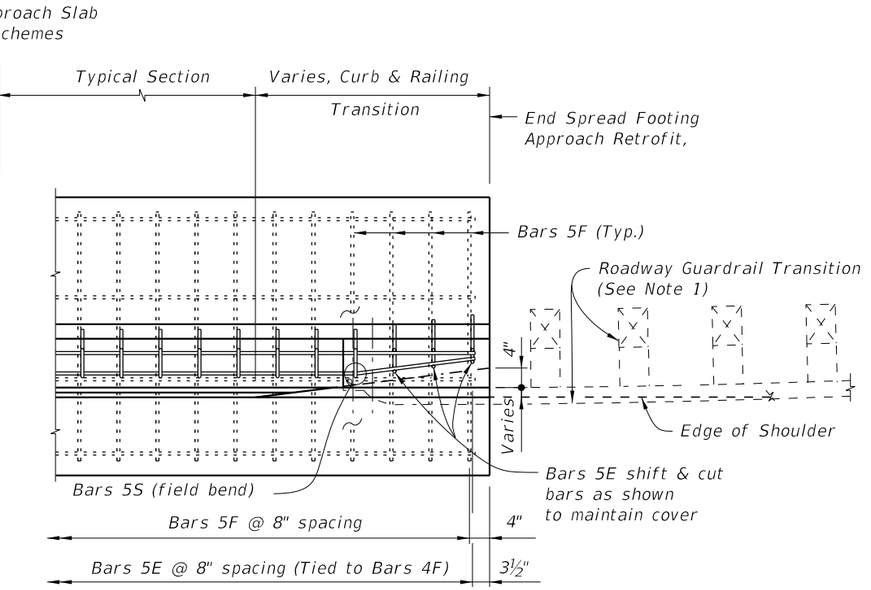
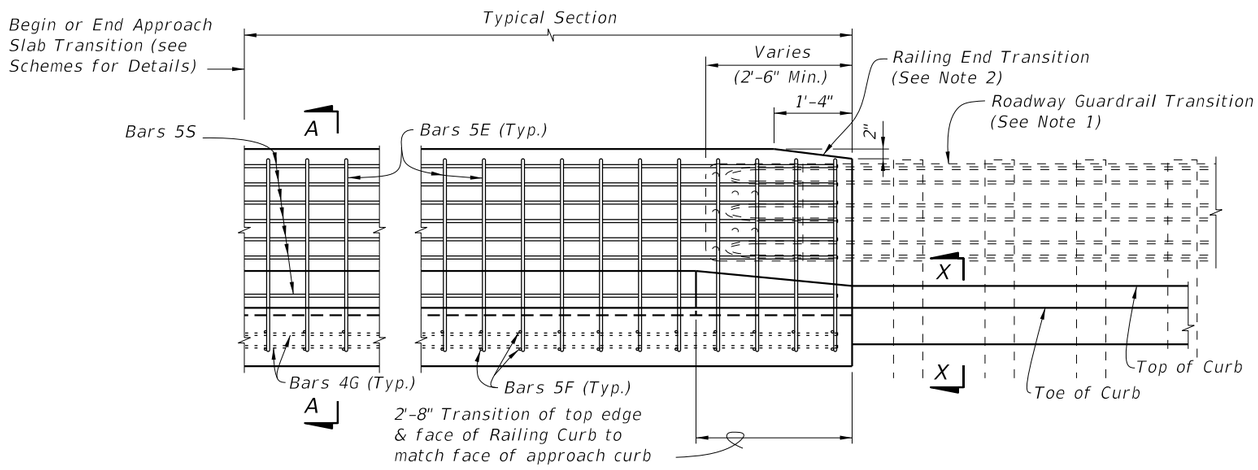


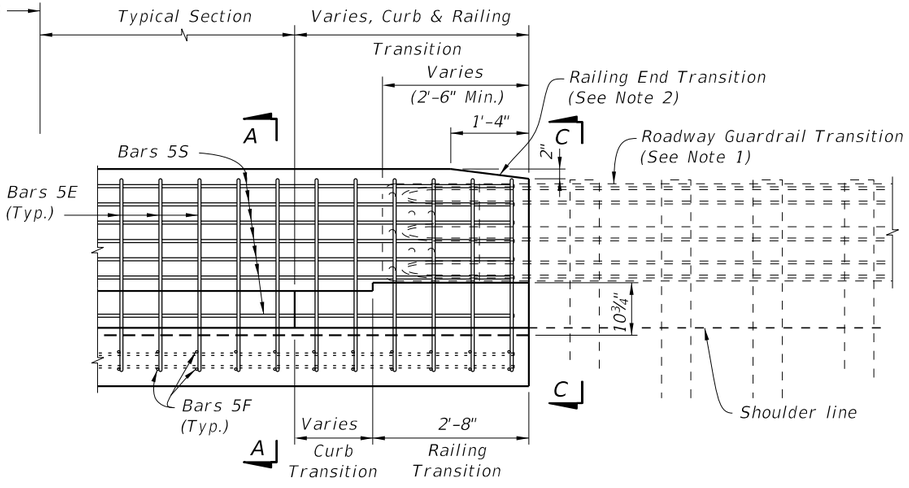
PARTIAL PLAN VIEW
(With Curb Approach)



PARTIAL PLAN VIEW
(Without Curb Approach)



PARTIAL ELEVATION VIEW
(With Curb Approach)



PARTIAL ELEVATION VIEW
(Without Curb Approach)

GUARDRAIL END TRANSITION

NOTES:

1. *On approach end provide a Roadway Guardrail Transition, Index 536-002 (Sheet 16 – Scheme 1) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment.*
2. *Provide Railing & Curb Base Transitions (as shown) if curb does not extend beyond end of Spread Footing Approach, see Roadway Plans. Railing End Transition & Railing & Curb Base Transitions may be omitted on trailing ends with no opposing traffic.*

CROSS REFERENCES:
For Section A–A, C–C and X–X see Sheet 4.

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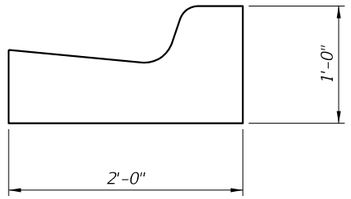
LAST REVISION	REVISION	DESCRIPTION:				
07/01/09			FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX 521-484	SHEET 3 of 10

ESTIMATED TRAFFIC RAILING RETROFIT SPREAD FOOTING APPROACH QUANTITIES		
ITEM	UNIT	QUANTITY
		9" Curb
Concrete – Typical Section	CY/Ft.	0.25
Reinforcing Steel – Typical Section	Lb./Ft.	38
Concrete – 20'-0" Tapered End Transition plus Footing	CY	4.57 Total
Reinforcing Steel – 20'-0" Tapered End Transition plus Footing	Lb.	776 Total

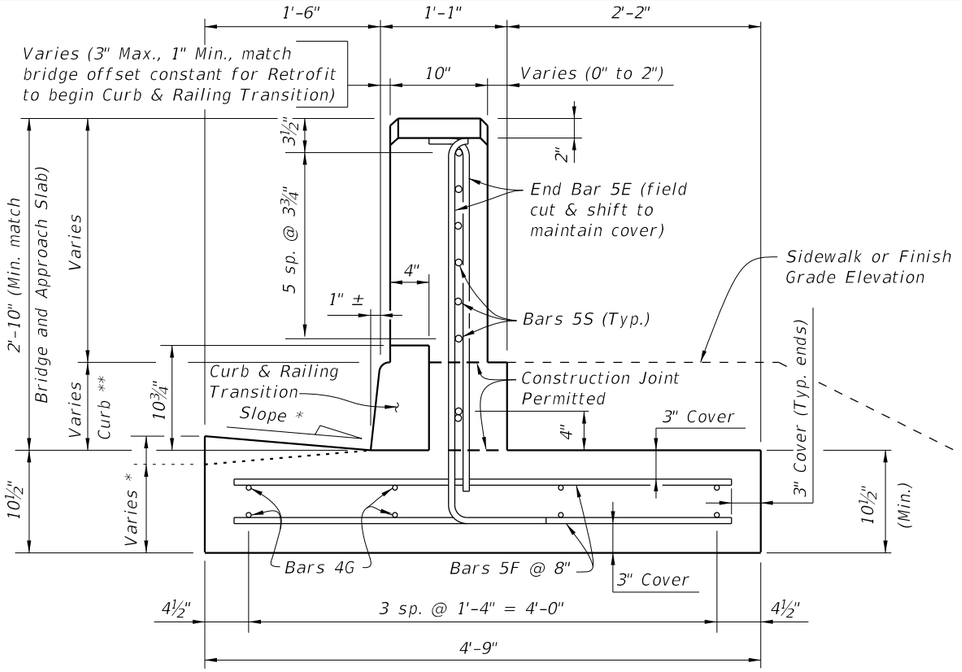
NOTE: Quantities are based on a 9" curb, no curb cross slope.



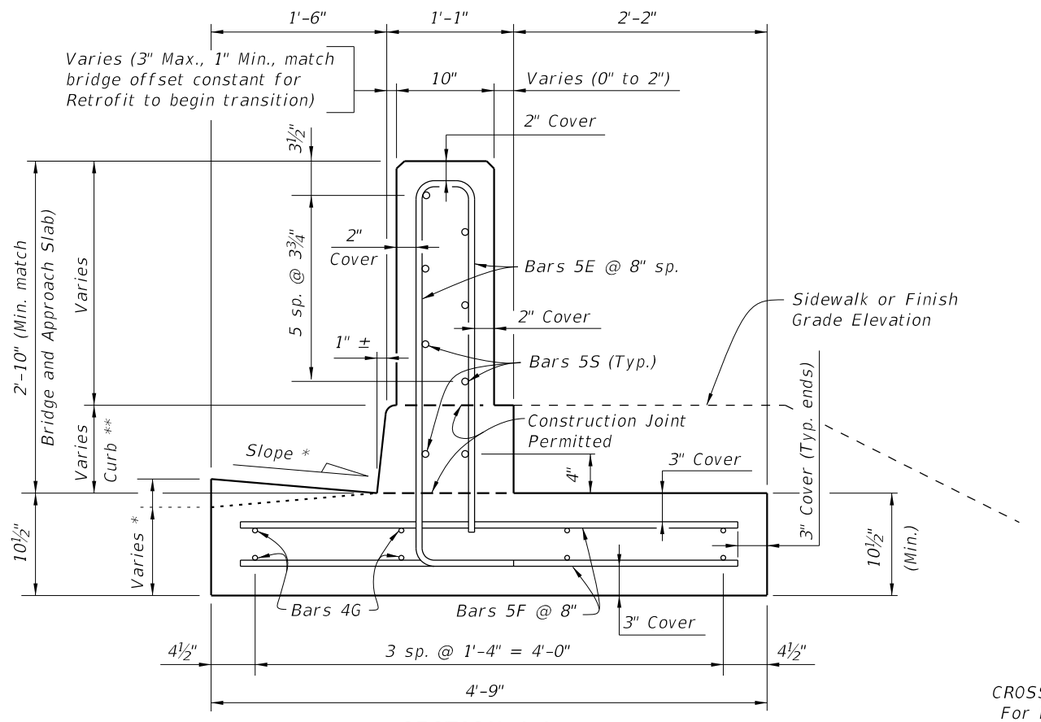
SECTION X-X (TYPICAL CURB, TYPE VARIES, TYPE F SHOWN)
(See Index 520-001 and Plans for Details)

* Match Cross Slope of high side and low side at begin or end bridge or approach slab.

** Match curb height of adjacent bridge and approach slab. Adjust height in Transition area to match adjoining Roadway curb.

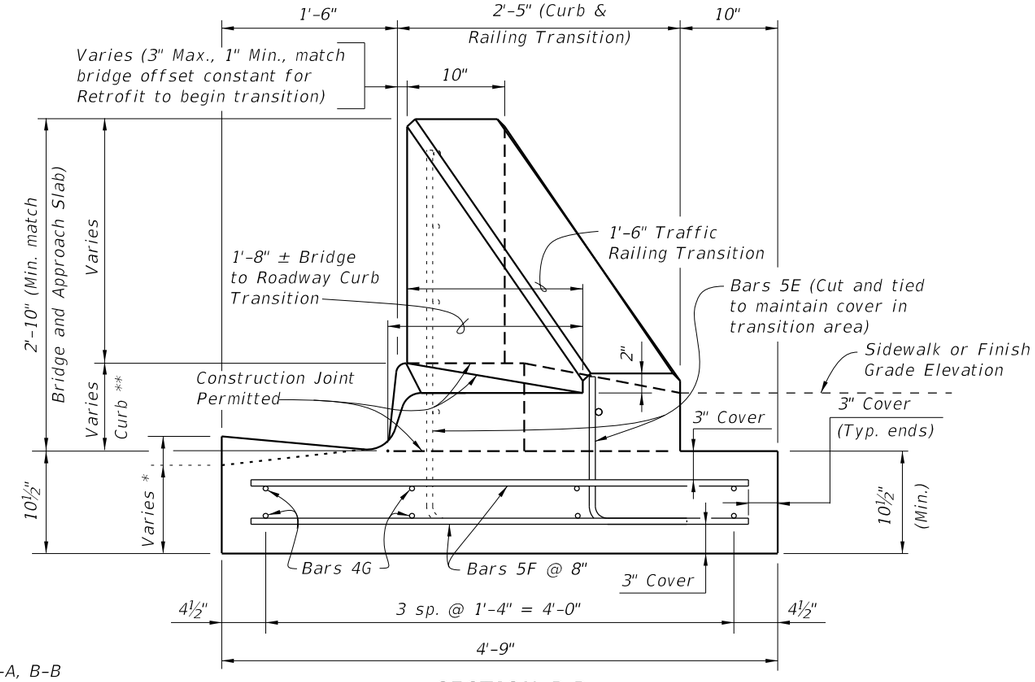


SECTION C-C
(GUARDRAIL END TRANSITION)



SECTION A-A
TYPICAL SECTION
(9" Curb shown, 6" Curb similar)

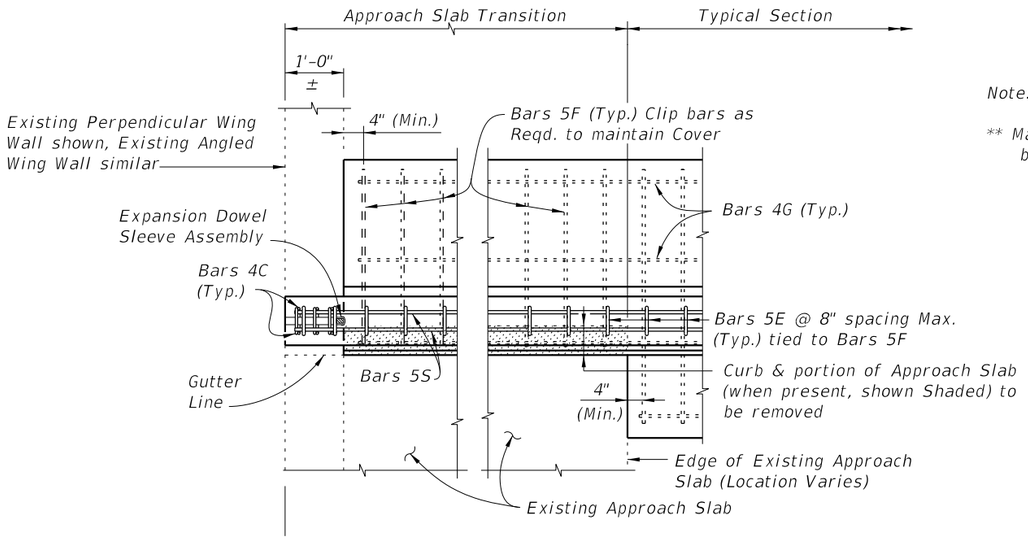
CROSS REFERENCES:
For location of Sections A-A, B-B and X-X see Sheet 2.
For location of Section C-C see Sheet 3.



SECTION B-B
TAPERED END TRANSITION
(Bars 5S not shown for clarity)

11/18/2019 4:10:13 PM

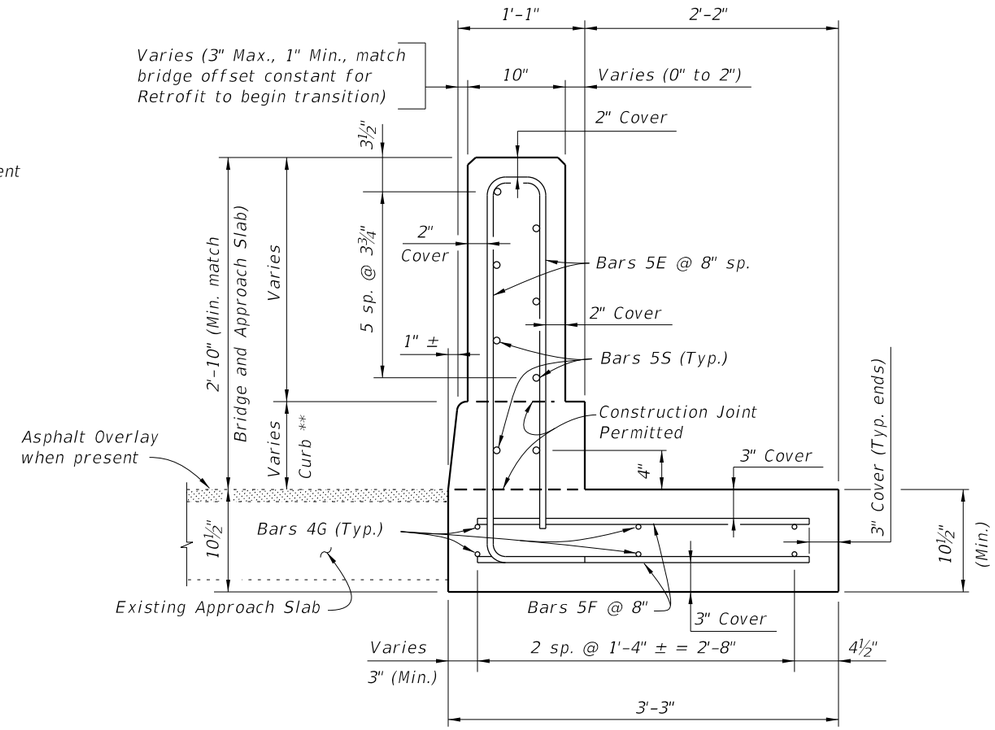
LAST REVISION	REVISION	DESCRIPTION:				
07/01/09			FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX 521-484 / SHEET 4 of 10



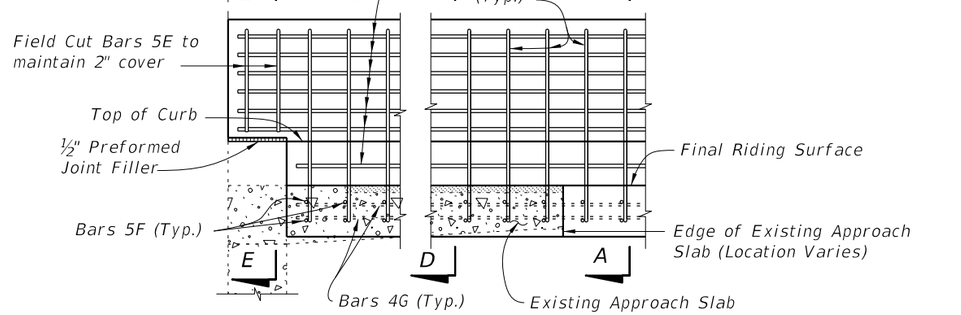
PARTIAL PLAN

Note:

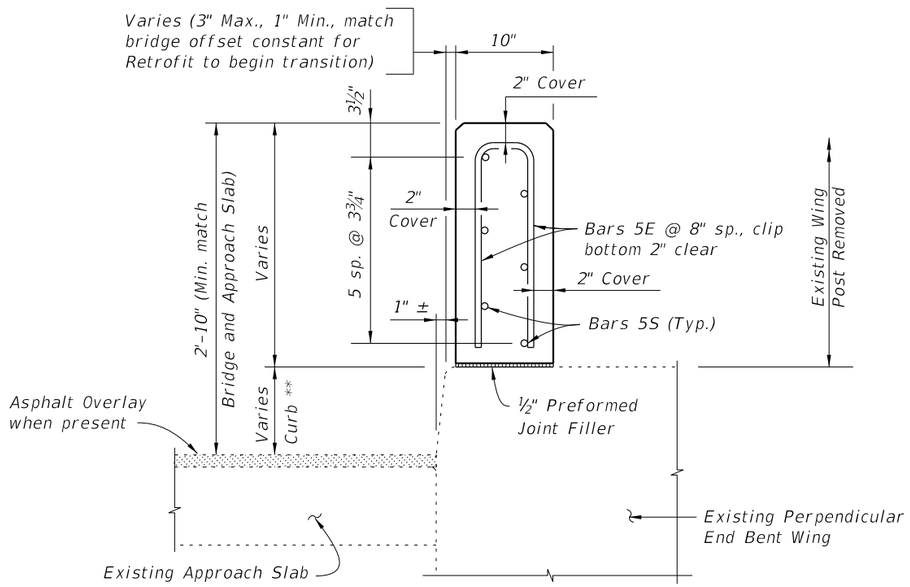
** Match curb height of adjacent bridge and approach slab.



SECTION D-D



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies and Bars 4C not shown for clarity)



SECTION E-E (NARROW CURB SHOWN,
WIDE AND INTERMEDIATE CURBS SIMILAR)

SCHEME 1 ~ MODIFICATION FOR INDEX 521-481, 521-482 AND 521-483 - SCHEME 1
RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS WITH NARROW CURBS (SHOWN), WIDE CURBS AND INTERMEDIATE CURBS (SIMILAR)

CROSS REFERENCE:
For Section A-A see Sheet 4.
For Expansion Dowel Assembly and placement of Dowel Bars 6D Details see Index 521-480.

11/18/2019 4:10:14 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX	SHEET
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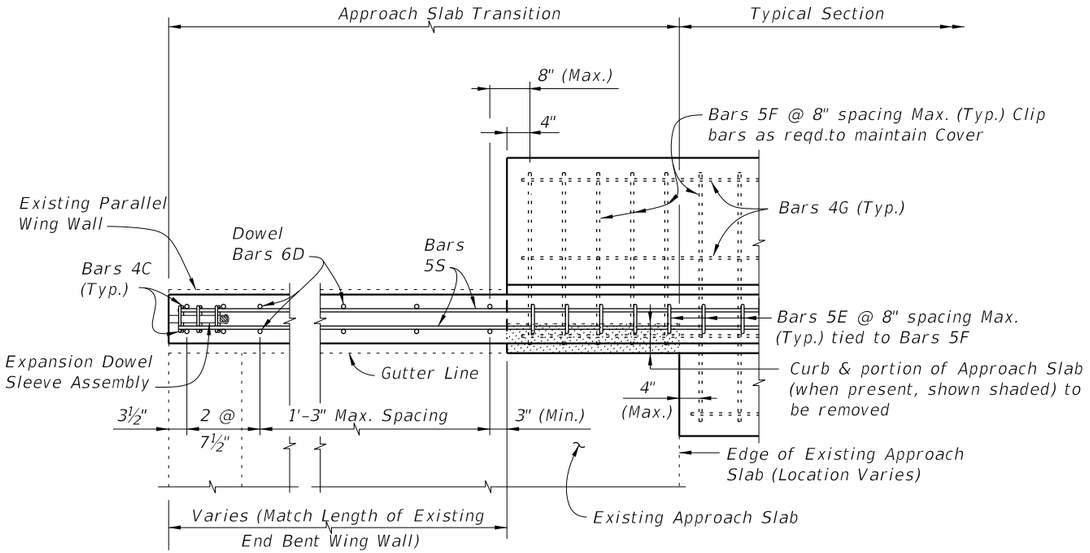
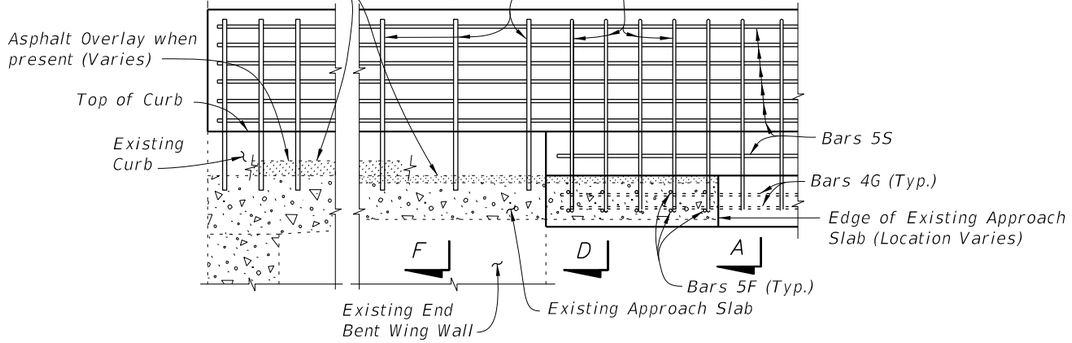
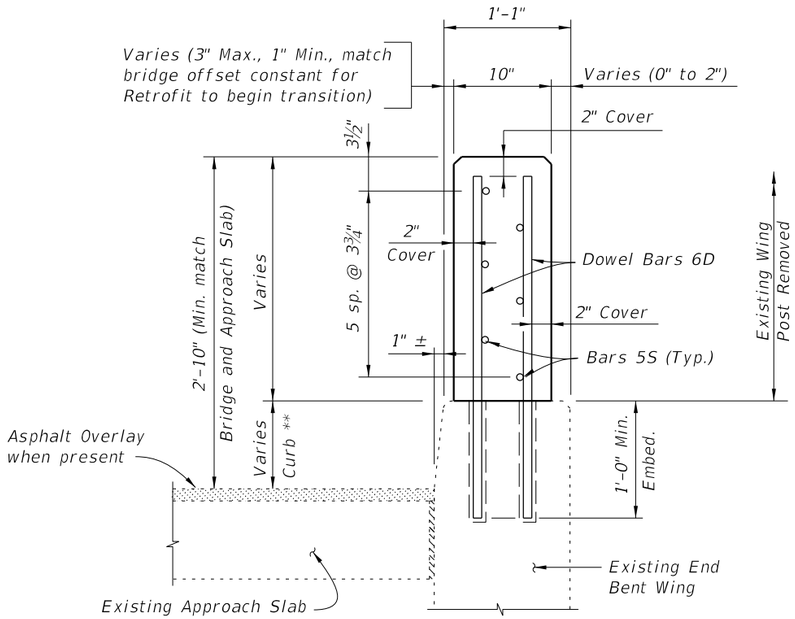


PARTIAL PLAN

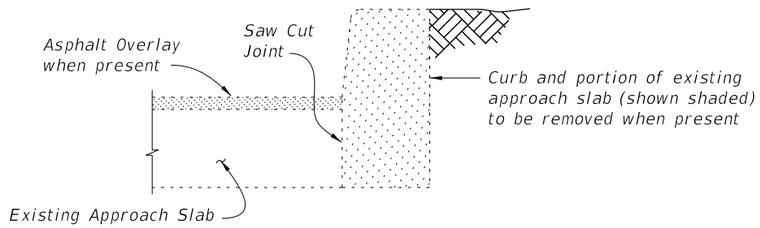


PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies and Bars 4C not shown for clarity)

Note:
** Match curb height at adjoining existing end bent wing.



SECTION F-F



SECTION THRU EXISTING CURB AND
APPROACH SLAB TO BE REMOVED
(Free Standing Curb Similar)

SCHEME 2 ~ MODIFICATION FOR INDEX 521-481 - SCHEME 2
RAILING END TREATMENT FOR PARALLEL WING WALLS WITH NARROW CURBS

NOTES:
1. Remove existing concrete along saw cut joints. Existing reinforcing steel may be cut at joint or extended into new concrete. Exposed existing reinforcing not encased in new concrete shall be removed 1" below existing concrete surface and grouted over.

CROSS REFERENCES:
For Section A-A see Sheet 4.
For Section D-D see Sheet 5.
For Expansion Dowel Assembly and placement of Dowel Bars 6D Details see Index 521-480.

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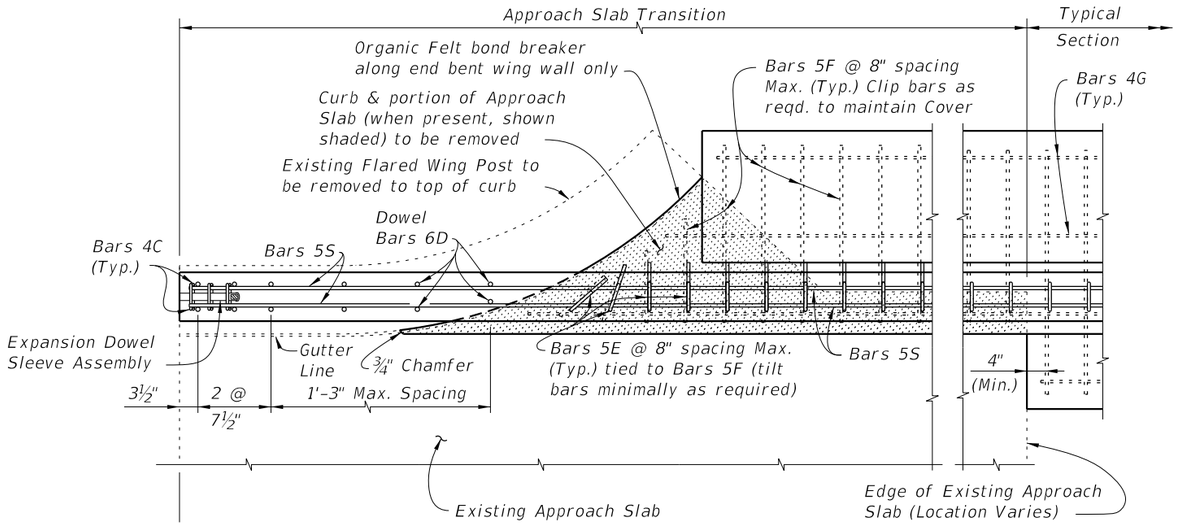
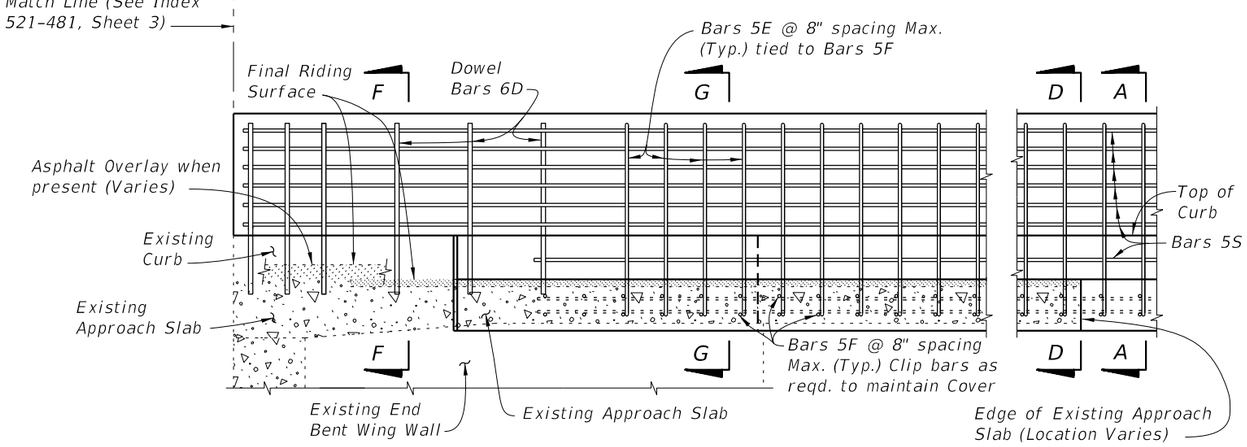
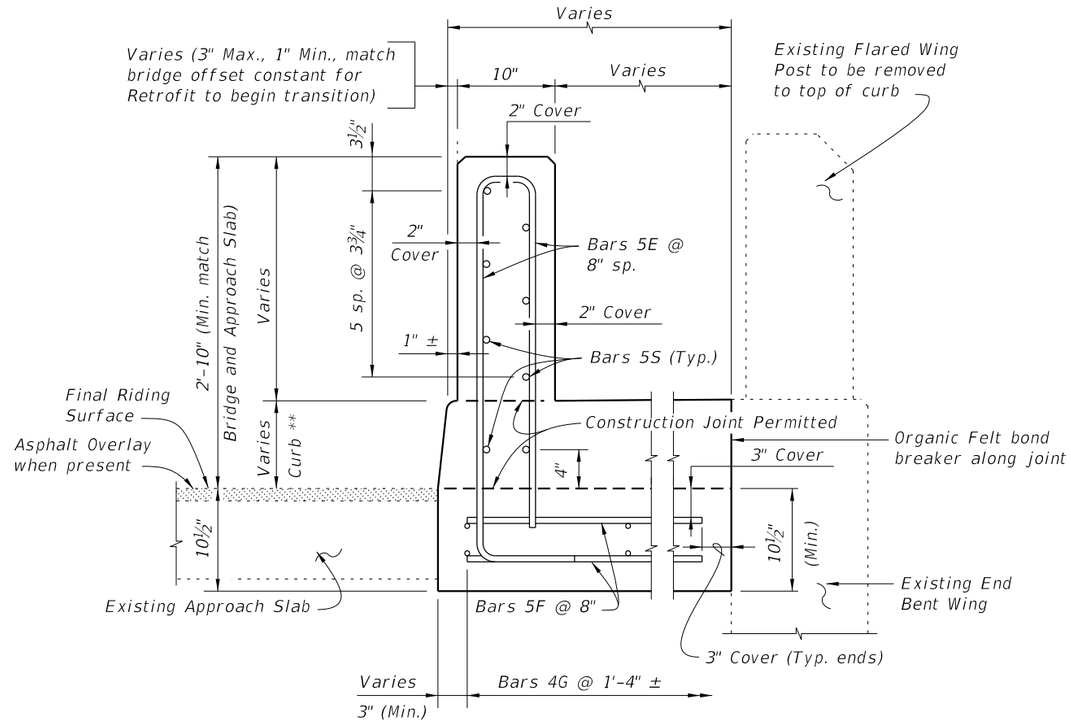
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX	SHEET
07/01/09						521-484	6 of 10



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies and Bars 4C not shown for clarity)



SECTION G-G

Note:
** Match curb height at adjoining existing end bent wing.

CROSS REFERENCES:
For Section A-A see Sheet 4.
For Section D-D see Sheet 5.
For Section F-F see Sheet 6.
For Expansion Dowel Assemblies Details and placement of Dowel Bars 6D see Index 521-480.

SCHEME 3 ~ MODIFICATION FOR INDEX 521-481 SCHEME 3
RAILING END TREATMENT FOR FLARED WING WALLS WITH NARROW CURBS

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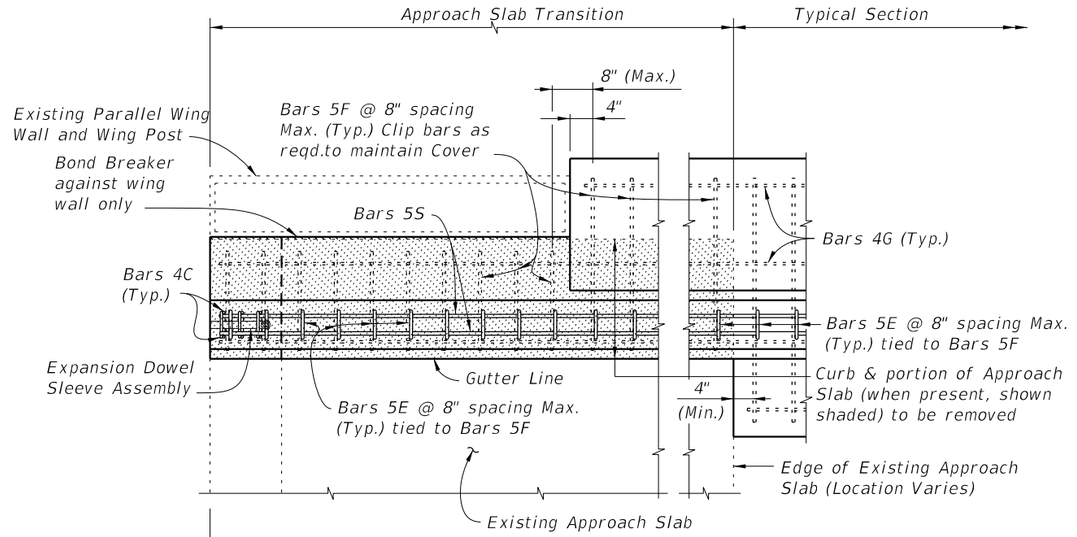
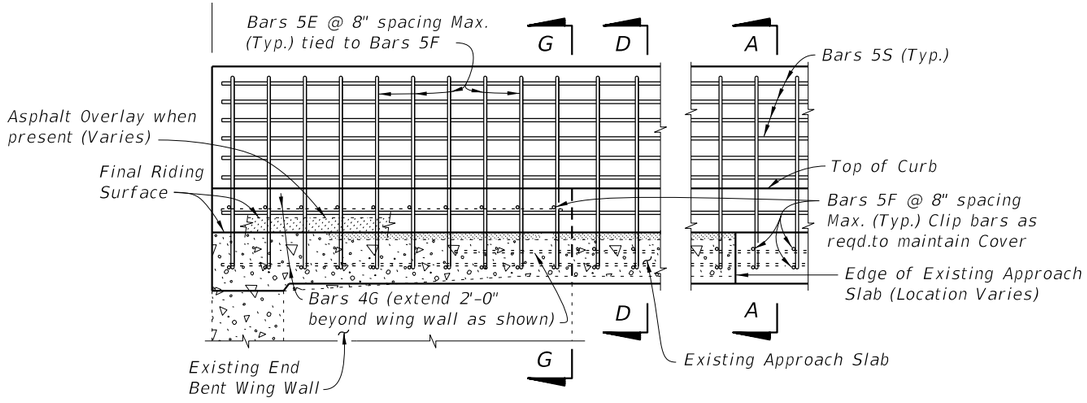
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX 521-484	SHEET 7 of 10

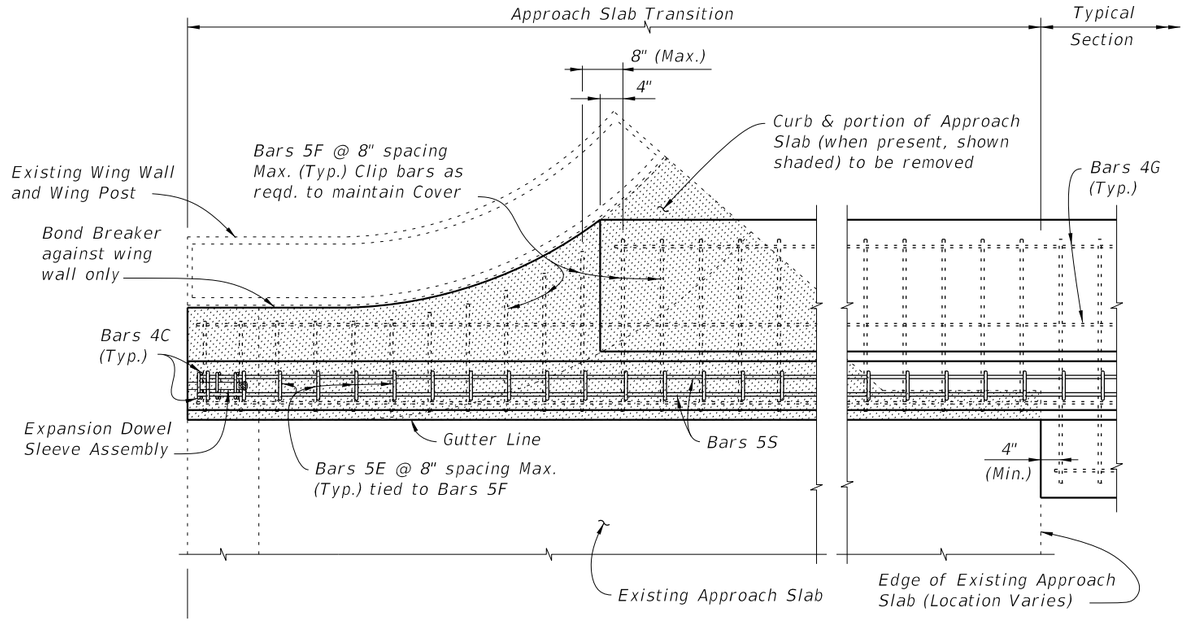


PARTIAL PLAN OF RAILING

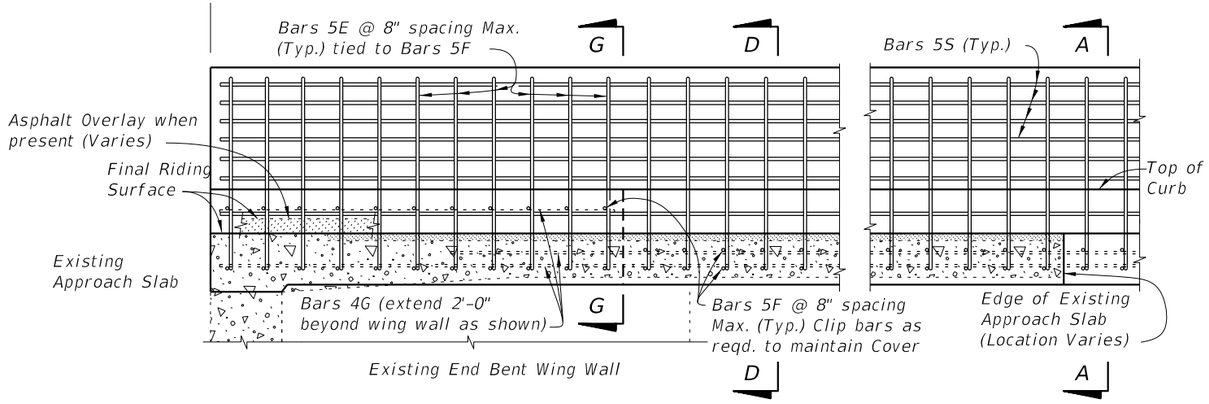


PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Expansion Dowel Assemblies and Bars 4C not shown for clarity)

SCHEME 4 ~ MODIFICATION FOR INDEX 521-482 SCHEME 2
RAILING END TREATMENT FOR PARALLEL CURBS AND WING WALLS WITH WIDE CURBS



PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post, Expansion Dowel Assemblies and Bars 4C not shown for clarity)

SCHEME 5 ~ MODIFICATION FOR INDEX 521-482 SCHEME 3 AND 4
RAILING END TREATMENT FOR PARALLEL CURBS AND FLARED WING WALLS WITH WIDE CURBS

CROSS REFERENCES:
For Section A-A see Sheet 4
For Section D-D see Sheet 5.
For Section G-G see Sheet 7.
For Expansion Dowel Assemblies Details see Index 521-480.

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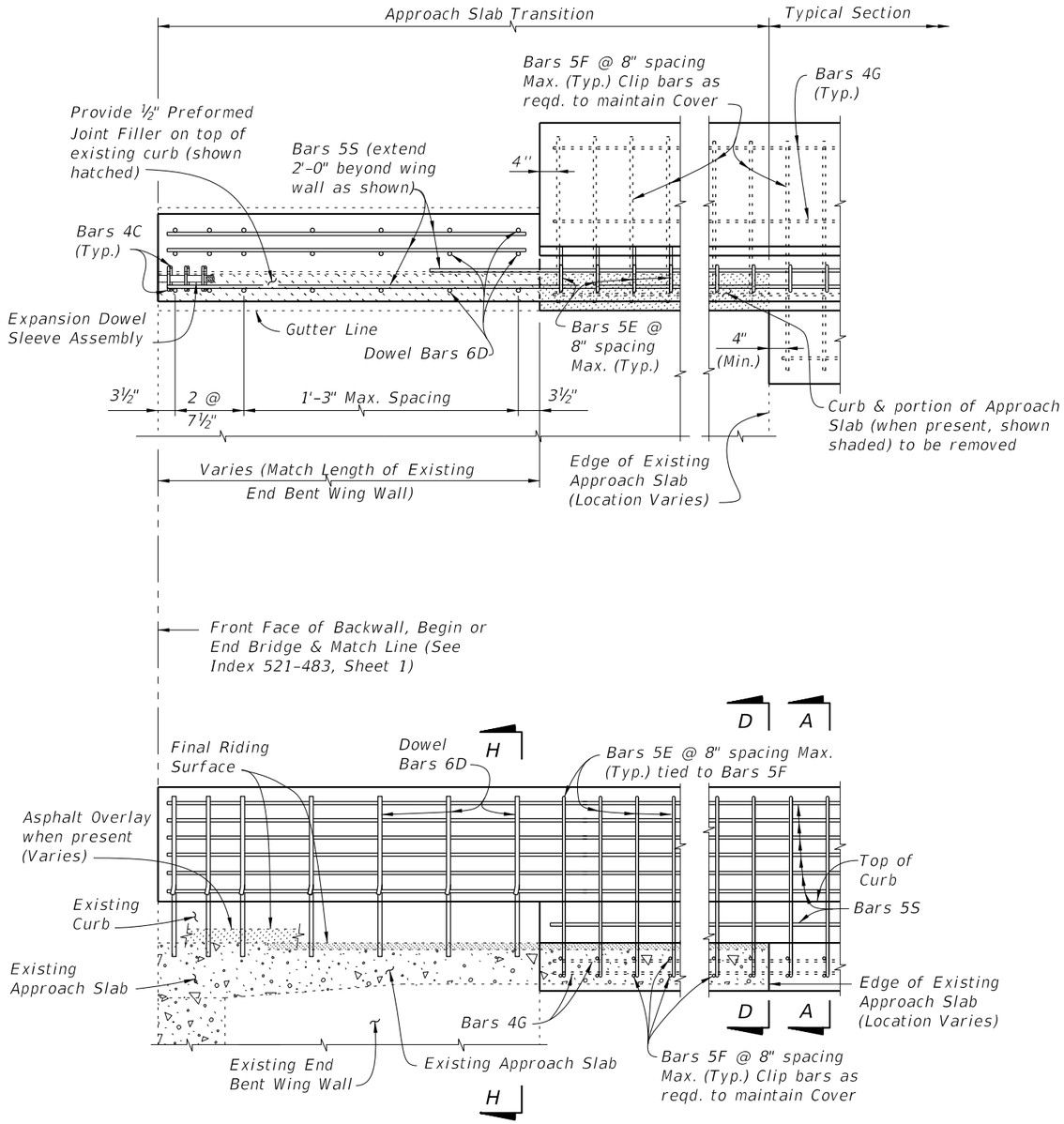
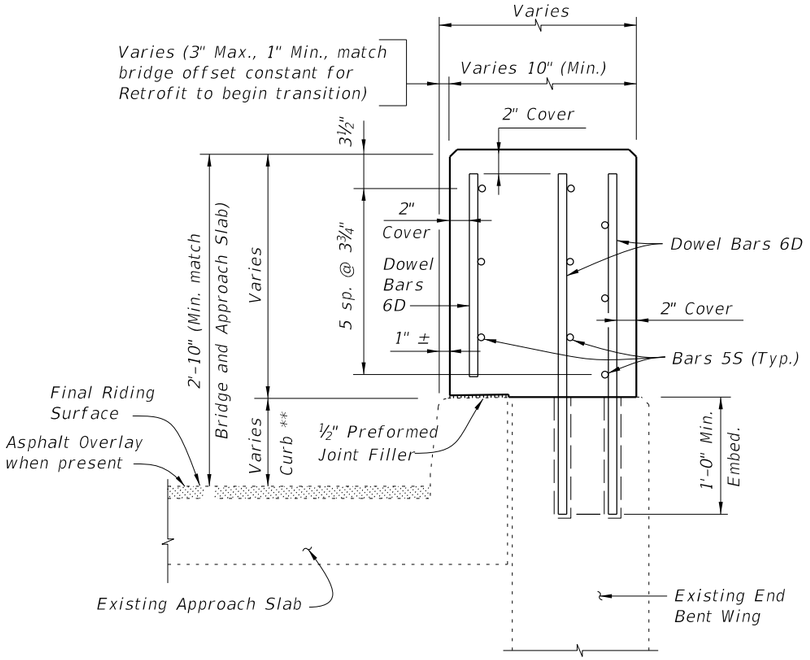
LAST REVISION	REVISION	DESCRIPTION:				
07/01/09			FDOT FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	INDEX 521-484	SHEET 8 of 10



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies and Bars 4C not shown for clarity)



SECTION H-H

Note:
** Match curb height at adjoining existing end bent wing.

CROSS REFERENCES:
For Section A-A see Sheet 4.
For Section D-D see Sheet 5.
For Expansion Dowel Assembly and placement of Dowel Bars 6D Details see Index 521-480.

SCHEME 6 ~ MODIFICATION FOR INDEX 521-483 SCHEME 2
RAILING END TREATMENT FOR PARALLEL CURBS AND WING WALLS WITH INTERMEDIATE CURBS

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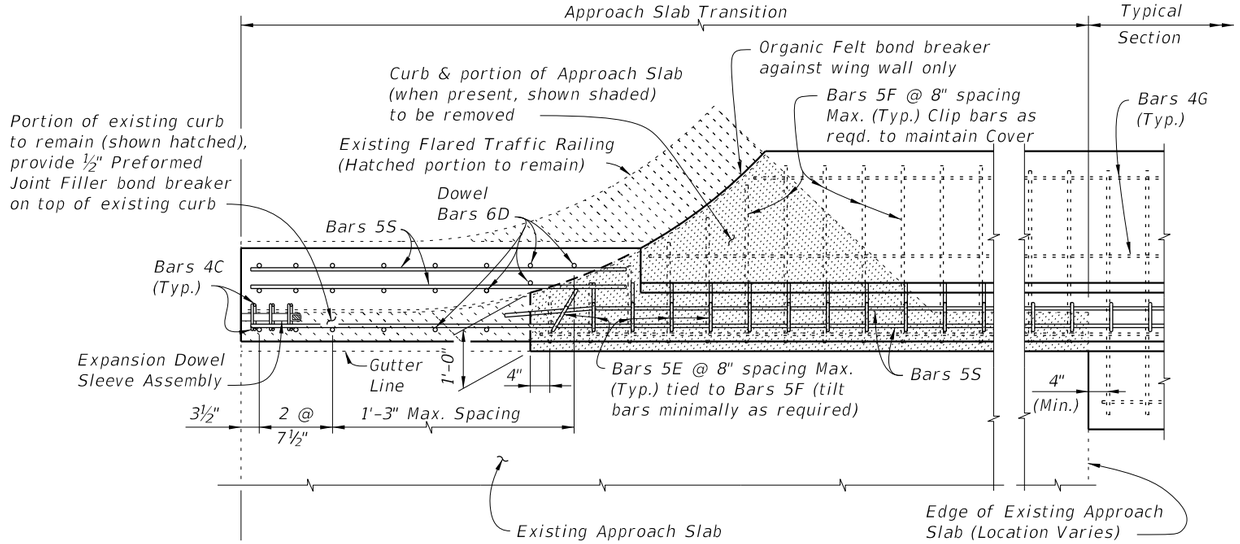
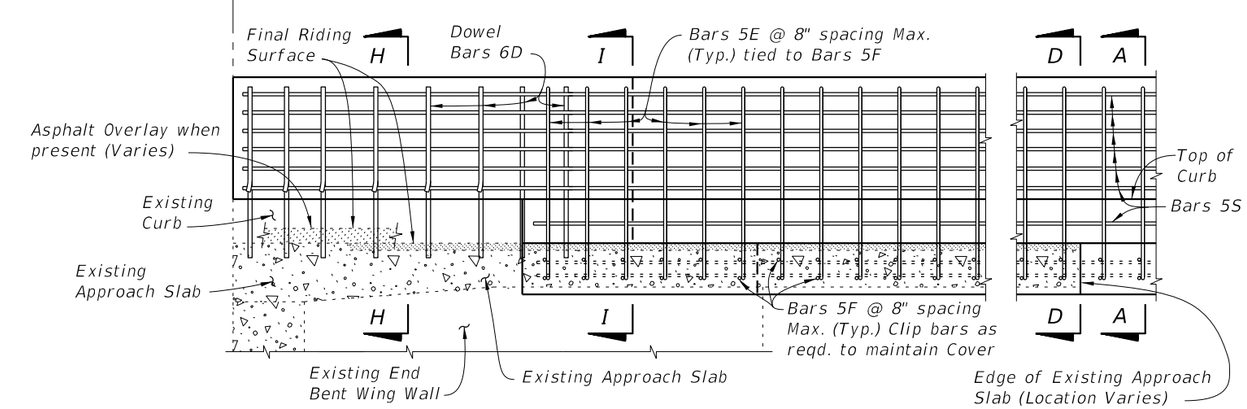
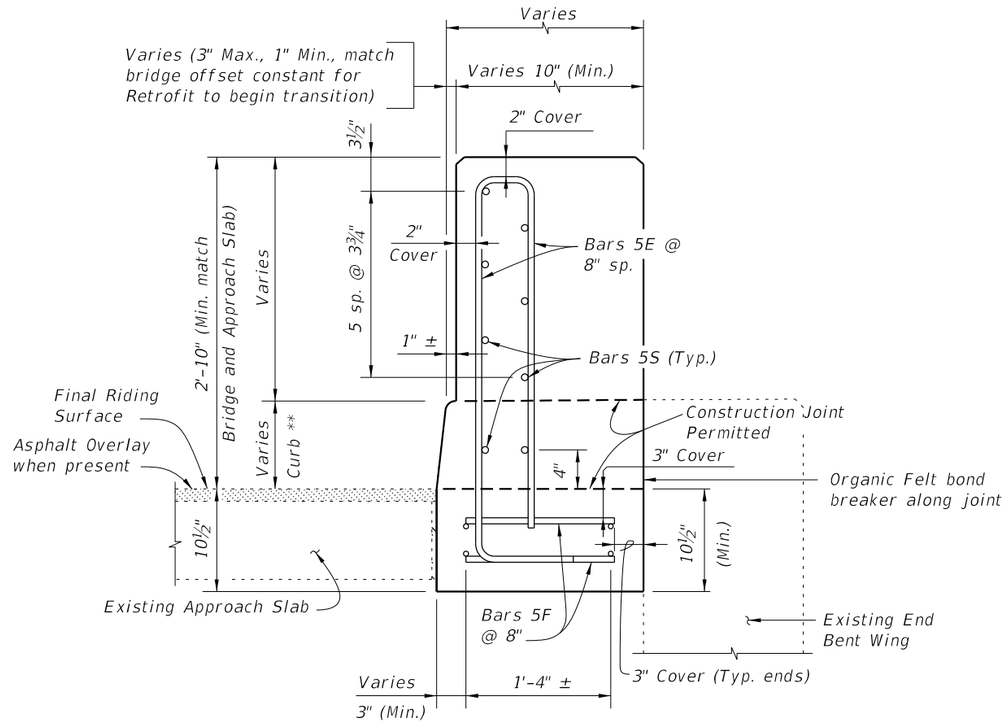


PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies and Bars 4C not shown for clarity)



SECTION I-I

Note:
** Match curb height at adjoining existing end bent wing.

CROSS REFERENCES:
For Section A-A see Sheet 4.
For Section D-D see Sheet 5.
For Section H-H see Sheet 9.
For Expansion Dowel Assemblies and placement of Dowel Bars 6D Details see Index 521-480.

SCHEME 7 ~ MODIFICATION FOR INDEX 521-483 SCHEME 3
RAILING END TREATMENT FOR PARALLEL CURBS AND
FLARED WING WALLS WITH INTERMEDIATE CURBS

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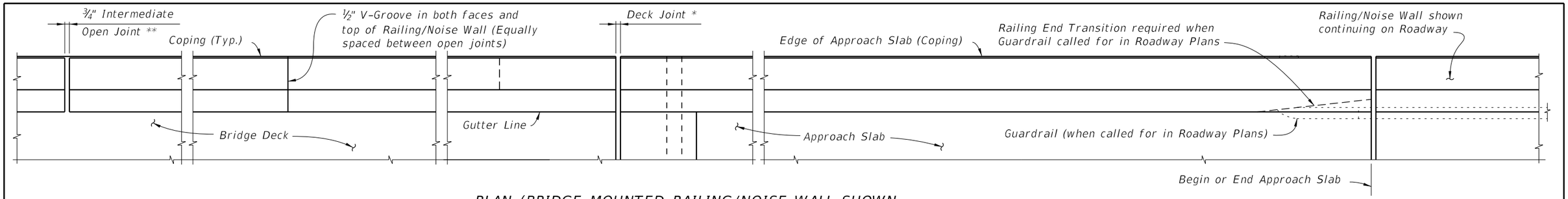
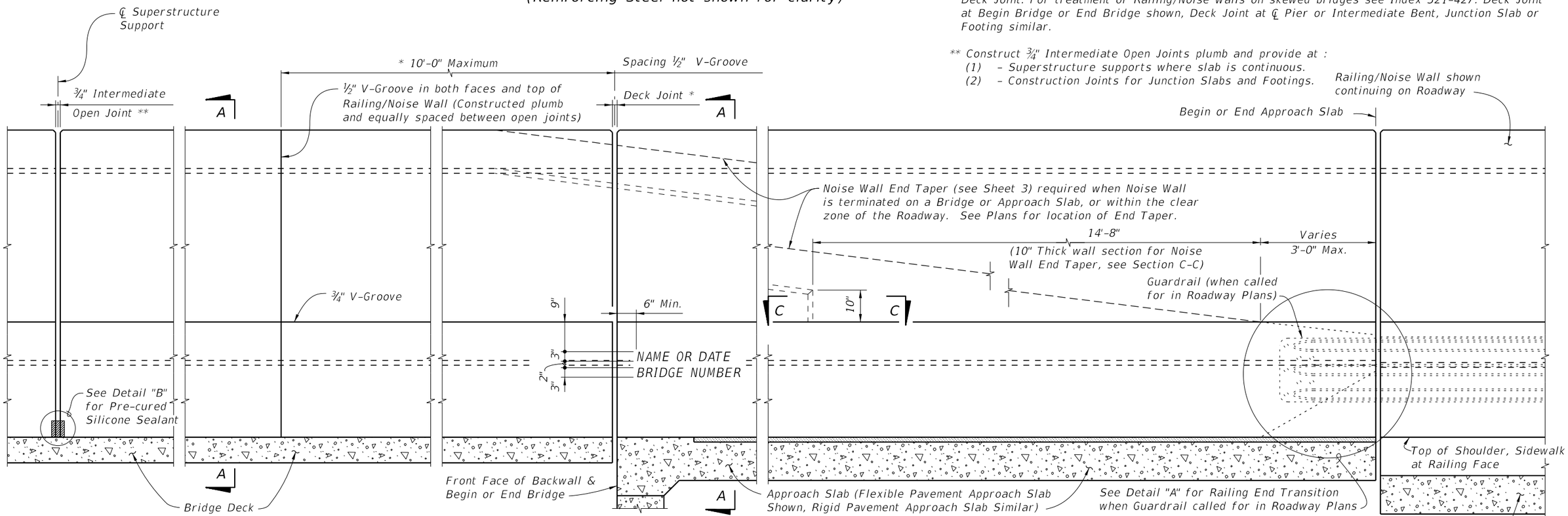
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/16			FY 2020-21 STANDARD PLANS	TRAFFIC RAILING - (VERTICAL FACE RETROFIT) SPREAD FOOTING APPROACH	521-484	10 of 10



PLAN (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 521-427. Deck Joint at Begin Bridge or End Bridge shown, Deck Joint at ℄ Pier or Intermediate Bent, Junction Slab or Footing similar.

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



CROSS REFERENCE:
For Detail "B" and V-Groove Lettering Detail see Sheet 4.
For Section A-A see Sheet 3.
For Section C-C and Detail "A" see Sheet 5.

NAME, DATE AND BRIDGE NUMBER : For Railing/Noise Wall on bridges, place the Name as shown in the General Notes in the Structures Plans and Bridge Number on the Traffic Railing so as to be seen on the driver's right side when approaching the bridge. Place the Date on the driver's left side when approaching the bridge. 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-Groves shall be formed by preformed letters and figures.

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)

Notes
1. Work this with Indexes 521-512 through 521-515.
2. Construct Traffic Railing/ Noise Wall and joints plumb, not perpendicular to the roadway surface.
3. Concrete:
   A. Class II for slightly aggressive environments.
   B. Class IV for moderately or extremely aggressive environments.
4. Provide ¾" open jonts every 30 to 90 feet. Align open joints with construction joints in the Junction Slab or footing.
5. Install Barrier Delineators 2'-4" above the riding surface in accordance with Specification Section 705. Match the Delineator color (White or Yellow) to the near edgeline.
6. Slip forming of the traffic railing portion is permitted.

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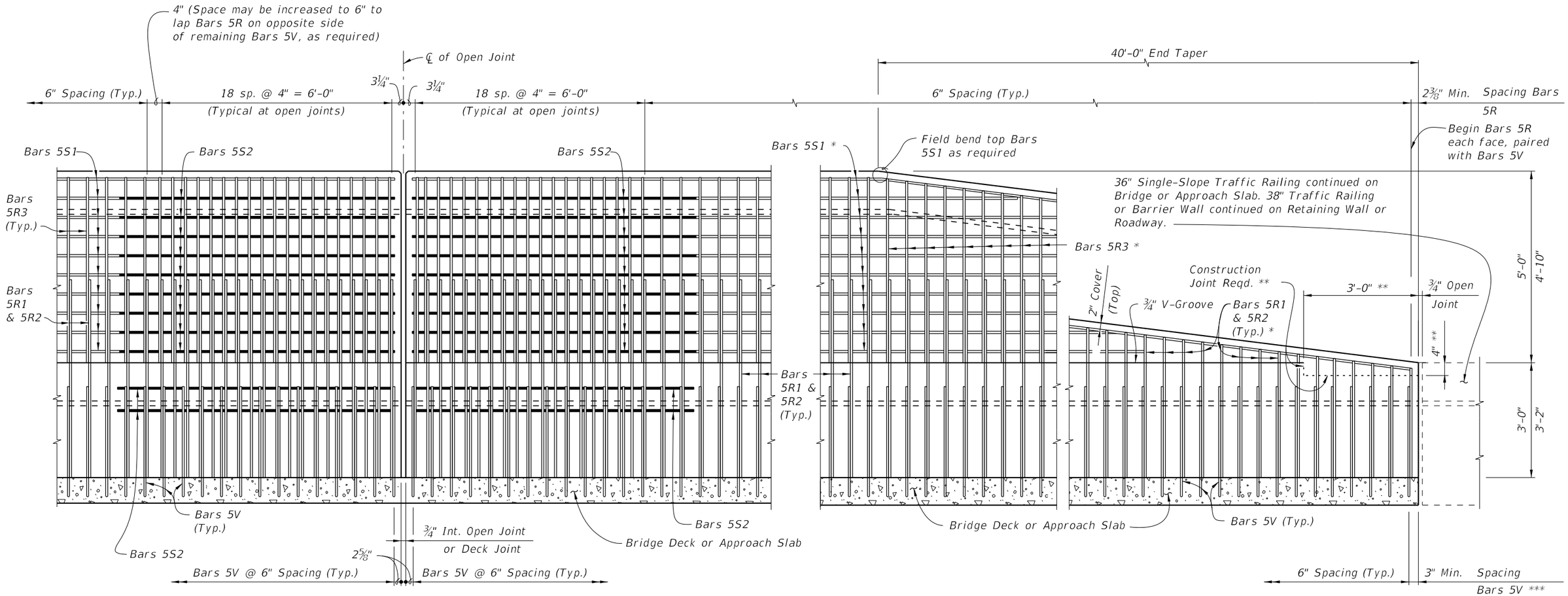
LAST REVISION	REVISION	DESCRIPTION:	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING/NOISE WALL (8'-0") - BRIDGE	INDEX	SHEET
11/01/18					521-509	1 of 5



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 only applies when Single-Slope Traffic Railing continues. For transition to guardrail see Sheet 5.

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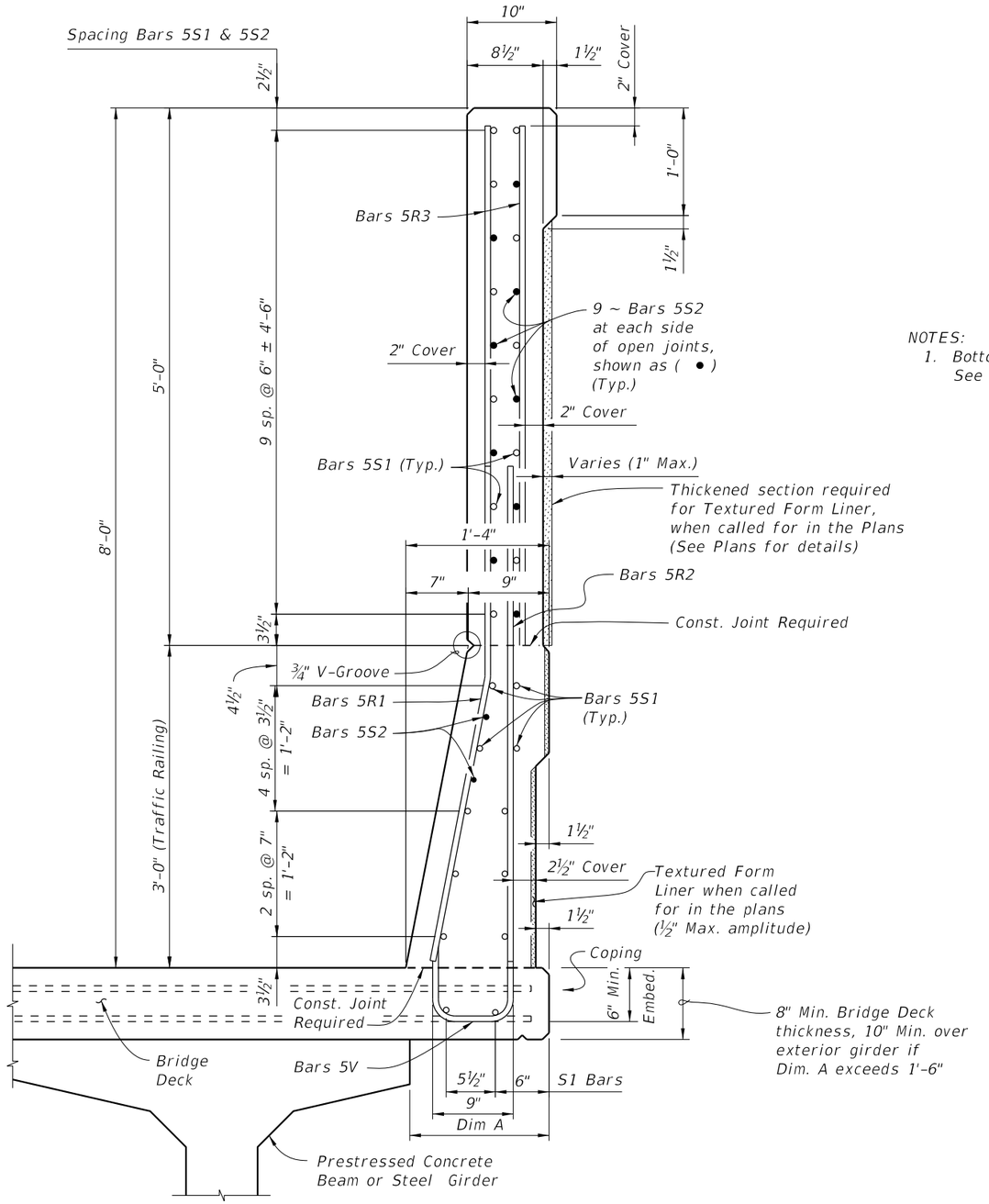
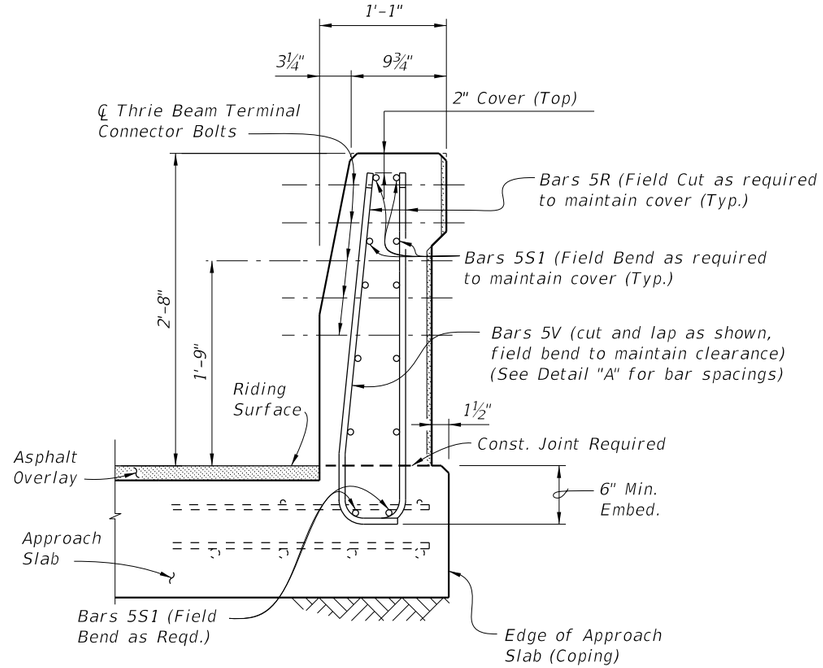
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING/NOISE WALL (8'-0") - BRIDGE	INDEX	SHEET
11/01/18						521-509	2 of 5



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

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

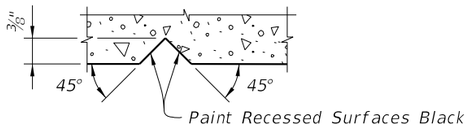
NOTES:
1. Bottom Bars 5S1 shown are part of the Traffic Railing/Noise Wall reinforcing. See Superstructure Sheets in the Plans for additional Bridge Deck Reinforcing.



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

11/18/2019 4:10:25 PM

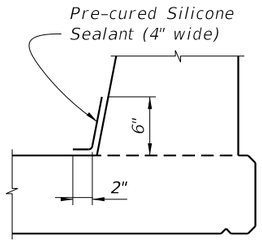
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING/NOISE WALL (8'-0") - BRIDGE	INDEX	SHEET
11/01/18						521-509	3 of 5



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

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

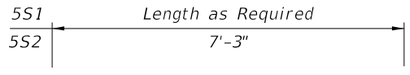
ESTIMATED TRAFFIC RAILING/NOISE WALL QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete (Railing)	CY/LF	0.107
Concrete (Noise Wall)	CY/LF	0.136
Reinforcing Steel (Typical)	LB/LF	69.36
Additional Reinf. @ Open Joint	LB	226.85

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

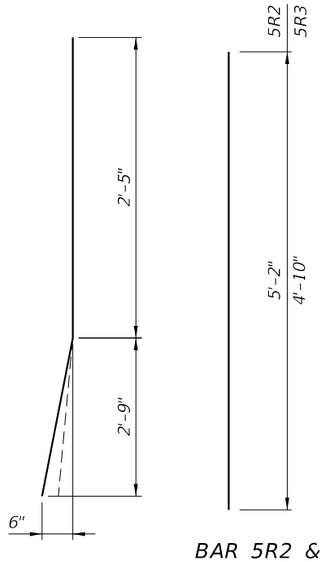
REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
R1	5	5'-2"
R2	5	5'-2½"
R3	5	4'-10"
S1	5	As Reqd.
S2	5	7'-3"
V	5	6'-6½"

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°



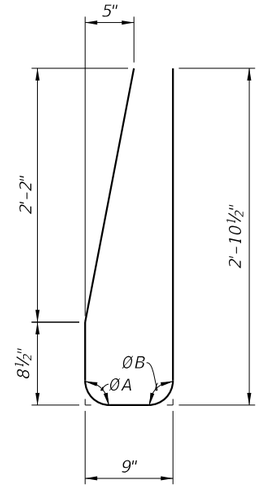
BARS 5S1 & 5S2



BAR 5R1

BAR 5R2 & BAR 5R3

(Field Cut and Bend for Railing End Transition)



STIRRUP BAR 5V

END STIRRUP BAR 5V To Be Field Cut (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 5R shall be one continuous or lap spliced bar. No mechanical couplers are permitted.
4. Bars 5S1 may be continuous or spliced at the construction joints. Lap splices for Bars 5R2 and 5S1 shall 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.

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

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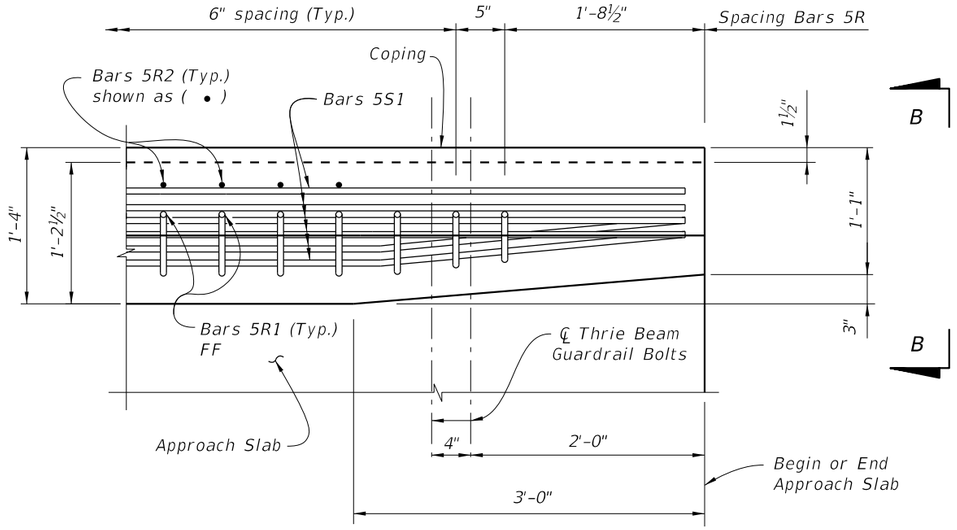
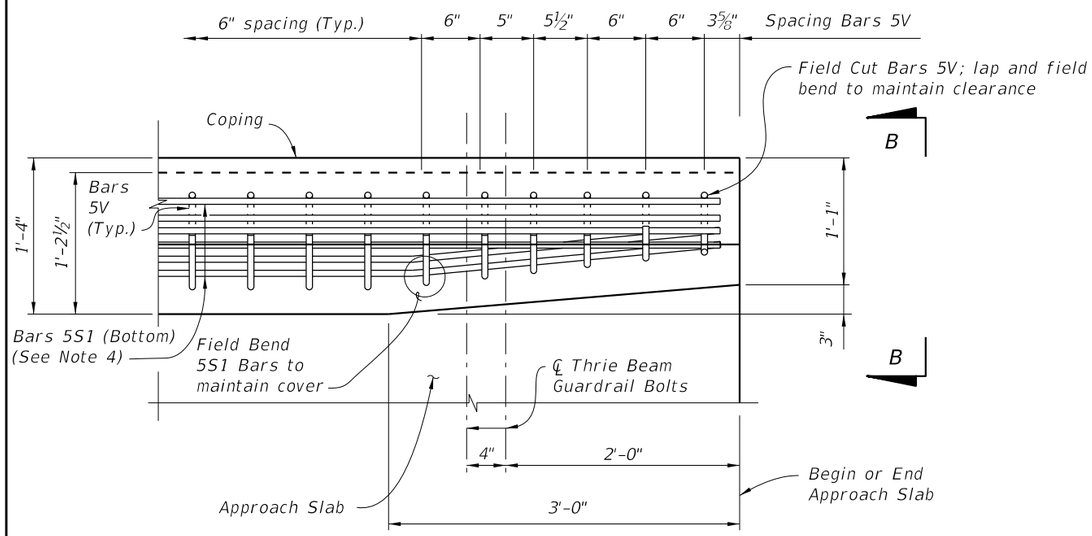


PLAN - RAILING END TRANSITION
(Showing Bars 5R, and Bars 5S1) (Bars 5V &
Noise Wall Reinforcement not shown for Clarity)

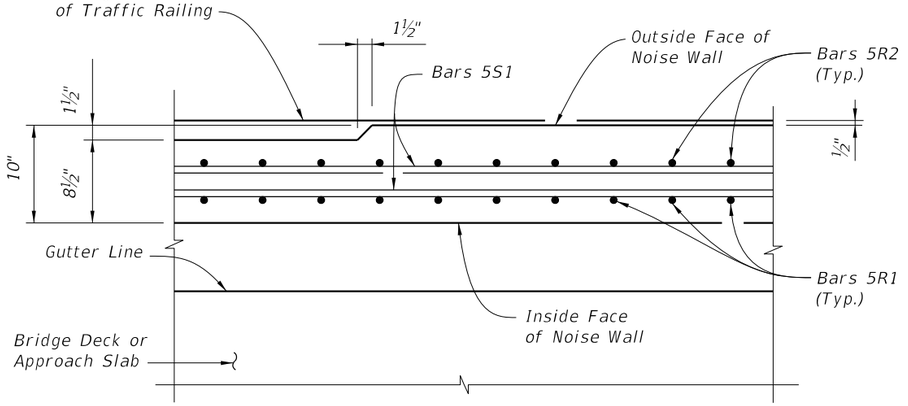


PLAN - RAILING END TRANSITION
(Showing Bars 5V and Bars 5S1)
(Bars 5R not shown for Clarity)

DETAIL "A"

DETAIL "A" NOTES:

1. *Begin placing Railing Bars 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 5V as shown. Clearance of Bars 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 Index 536-001.*
3. *Omit Railing End Transition if a 36" Single-Slope Traffic Railing is used beyond the End Taper. See the Plan Sheets.*
4. *Field cut Bars 5R2 to maintain cover. Field cut Bars 5V and lap as necessary to maintain cover; field cut & bend Bars 5R1 front leg (more plumb) to maintain cover and tie to S1 Bars.*



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 3.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	TRAFFIC RAILING/NOISE WALL (8'-0") - BRIDGE	INDEX	SHEET
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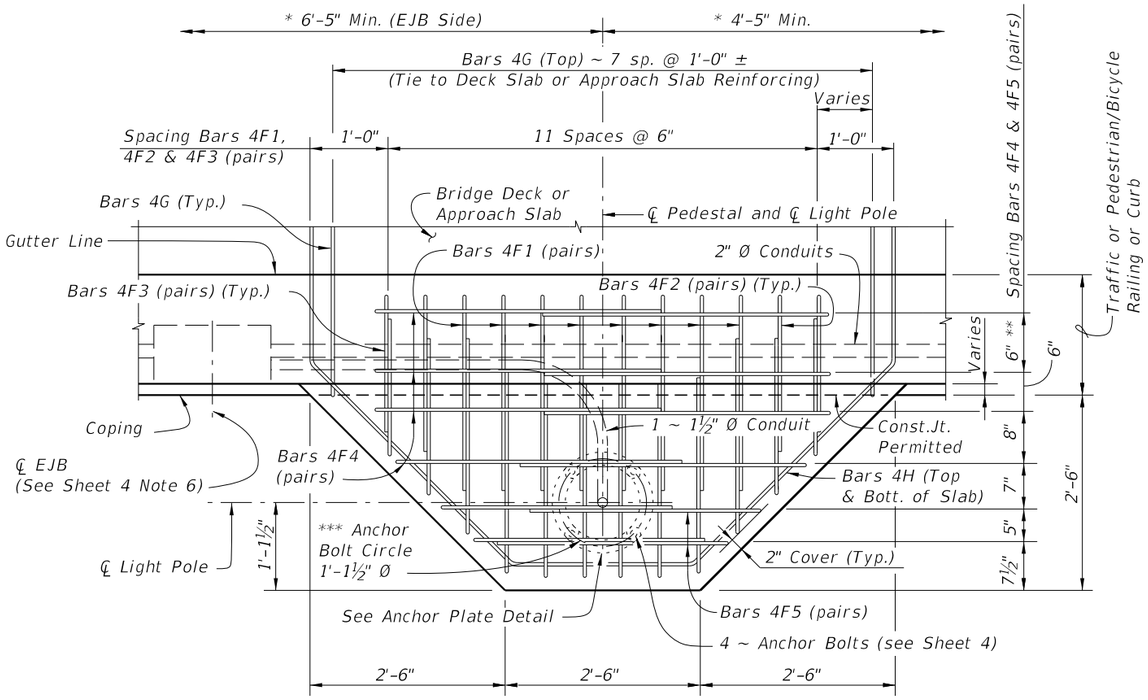
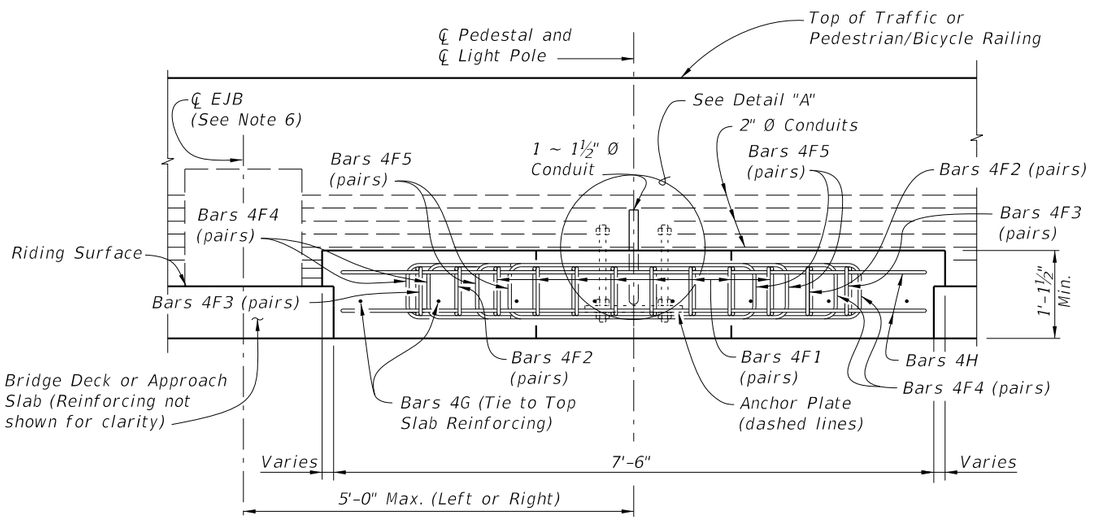
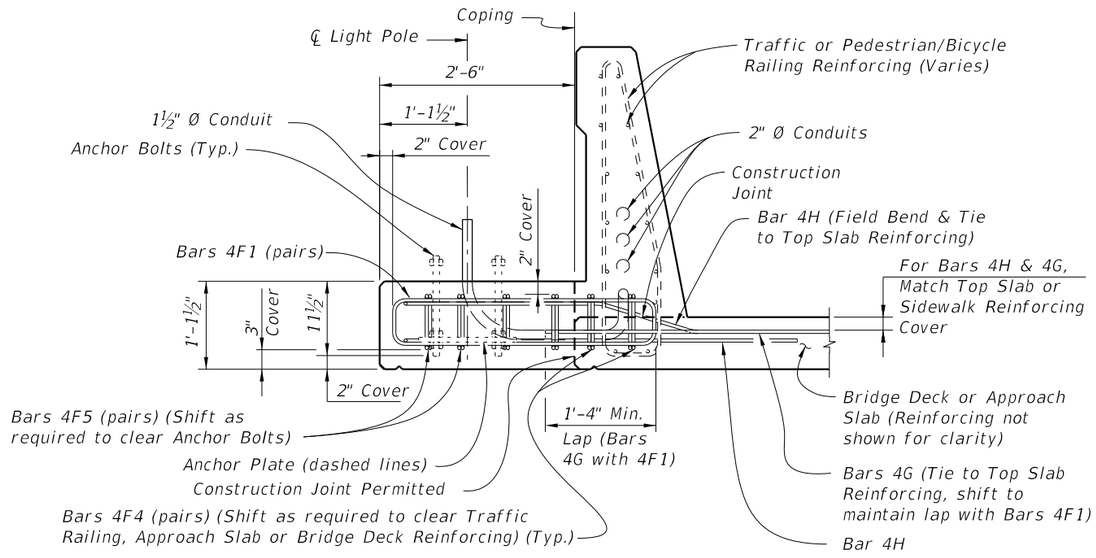


* Slip Forming Method of Construction requires the Engineer's approval within the limits shown.
** For Index 521-820 – Pedestrian/Bicycle Railing and concrete curb, this dimension is 3½". For raised sidewalks, this dimension is 1'-0" Max.
*** Anchor Bolt pattern orientation shall be as shown.

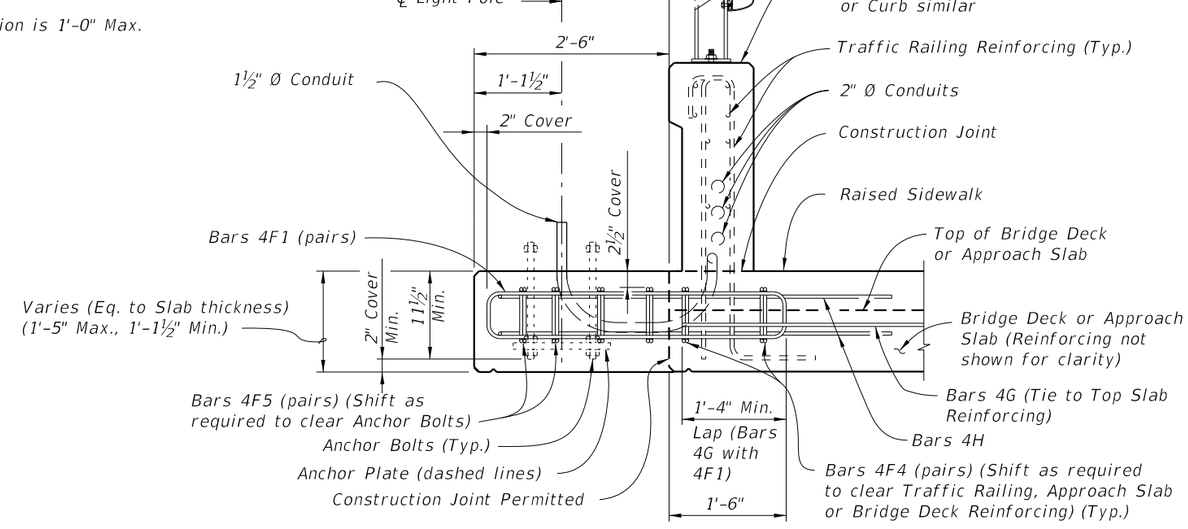
PLAN VIEW



ELEVATION VIEW
(Without Raised Sidewalk shown, with Raised Sidewalk similar)



OPTION 1
TYPICAL SECTION AT LIGHT POLE PEDESTAL



TYPICAL SECTION AT LIGHT POLE PEDESTAL
WITH RAISED SIDEWALK

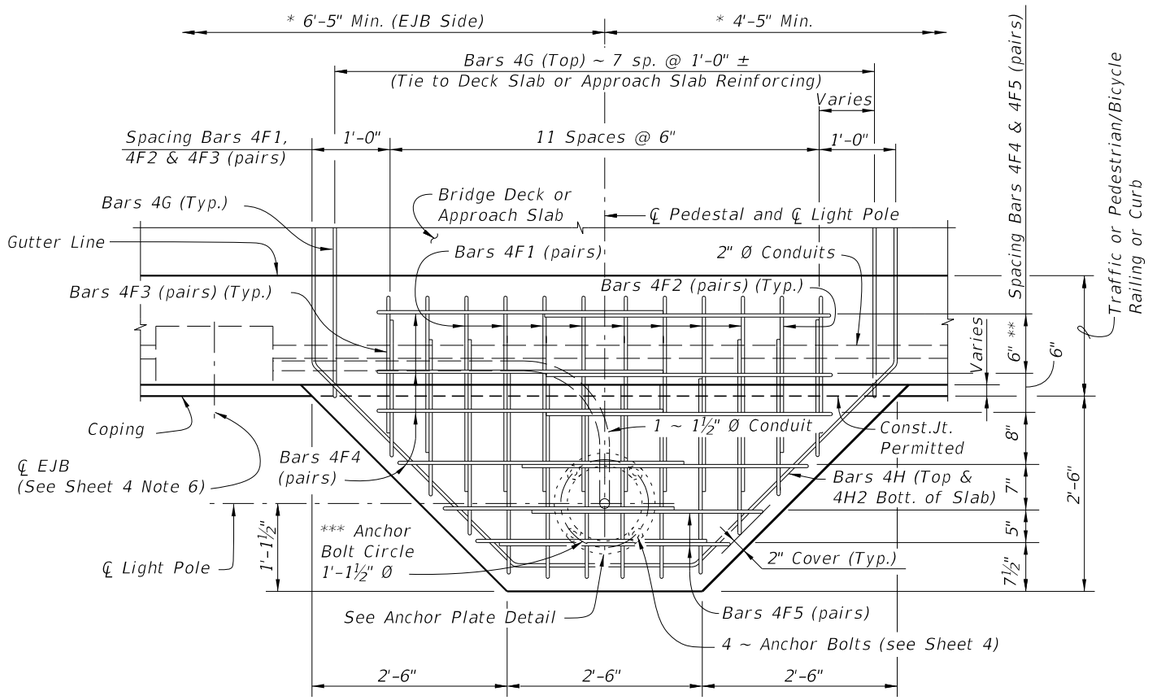
CROSS REFERENCE:
For Detail "A", Anchor Plate Detail and Light Pole Pedestal Notes, see Sheet 4.

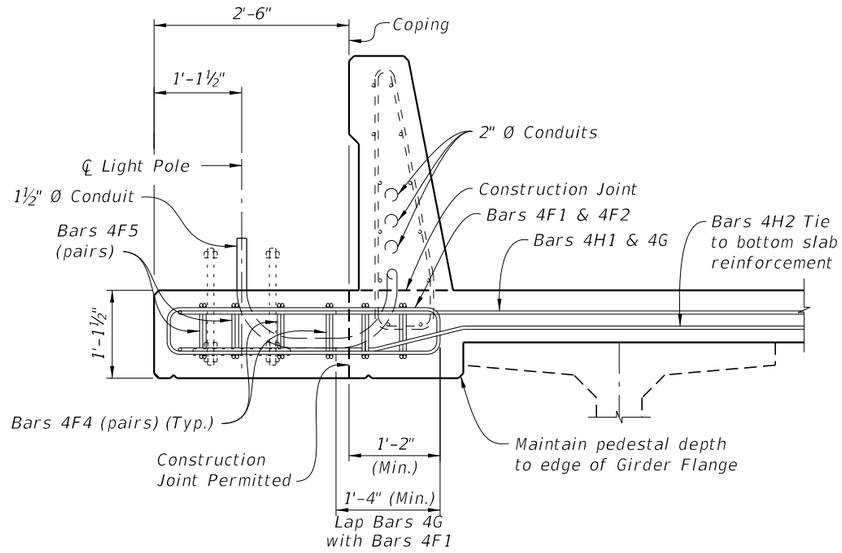
NOTE: Anchor Bolt, Nuts, Washers and Anchor Plate are dashed for clarity.

LIGHT POLE PEDESTAL FOR APPROACH SLAB OR BRIDGE DECK THICKNESS LESS THAN 1'-5½" AT COPING

11/18/2019 4:10:28 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/19			FY 2020-21 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	521-660	1 of 4

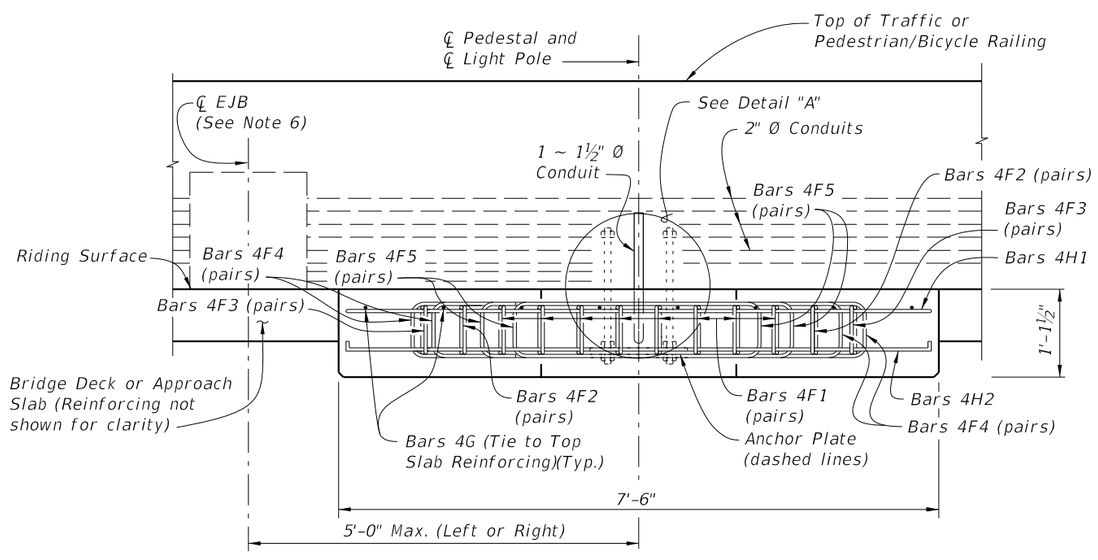




OPTION 2 - TYPICAL SECTION AT LIGHT POLE PEDESTAL (Approach Slab Similar)

* Slip Forming Method of Construction requires the Engineer's approval within the limits shown.
** For Index 521-820 – Pedestrian/Bicycle Railing and concrete curb, this dimension is 3½". For raised sidewalks, this dimension is 1'-0" Max.
*** Anchor Bolt pattern orientation shall be as shown.

PLAN VIEW



OPTION 2 - ELEVATION VIEW

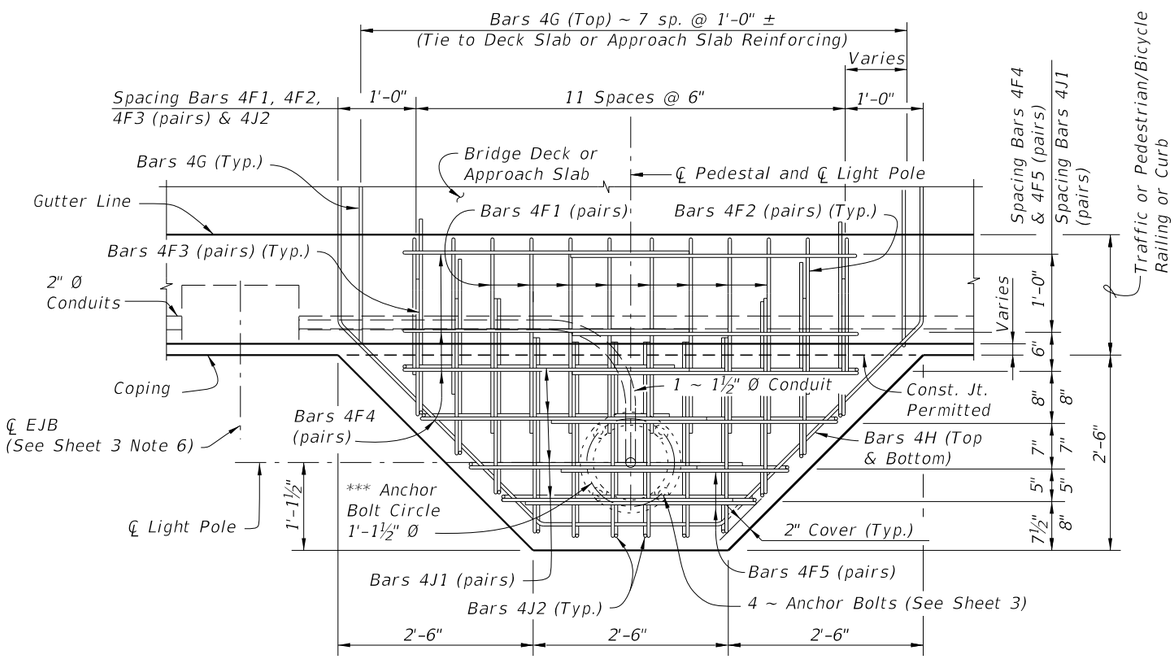
CROSS REFERENCE:
For Detail "A", Anchor Plate Detail and Light Pole Pedestal Notes, see Sheet 4.

NOTE: Anchor Bolt, Nuts, Washers and Anchor Plate are dashed for clarity.

LIGHT POLE PEDESTAL FOR APPROACH SLAB OR BRIDGE DECK LESS THAN 1'-5½" AT COPING OPTION 2

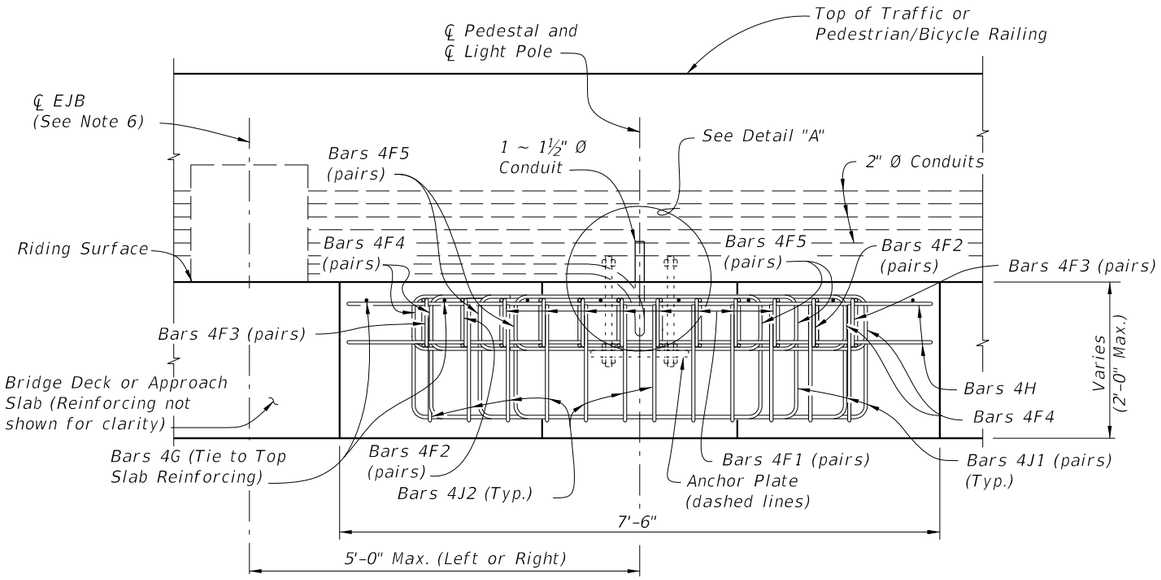
11/18/2019 4:10:29 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/18			FY 2020-21 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	521-660	2 of 4

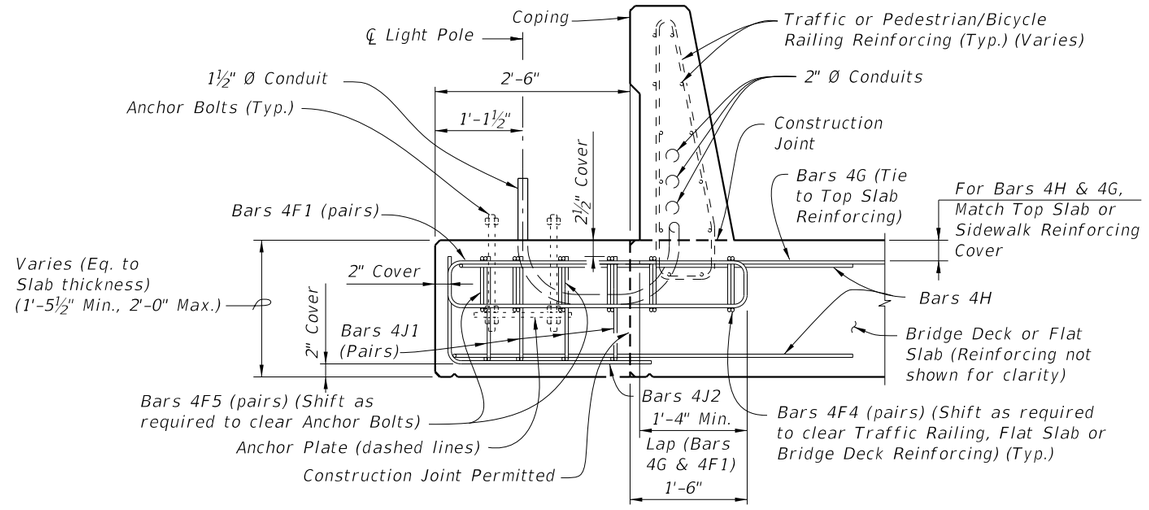


*** Anchor Bolt pattern orientation shall be as shown.

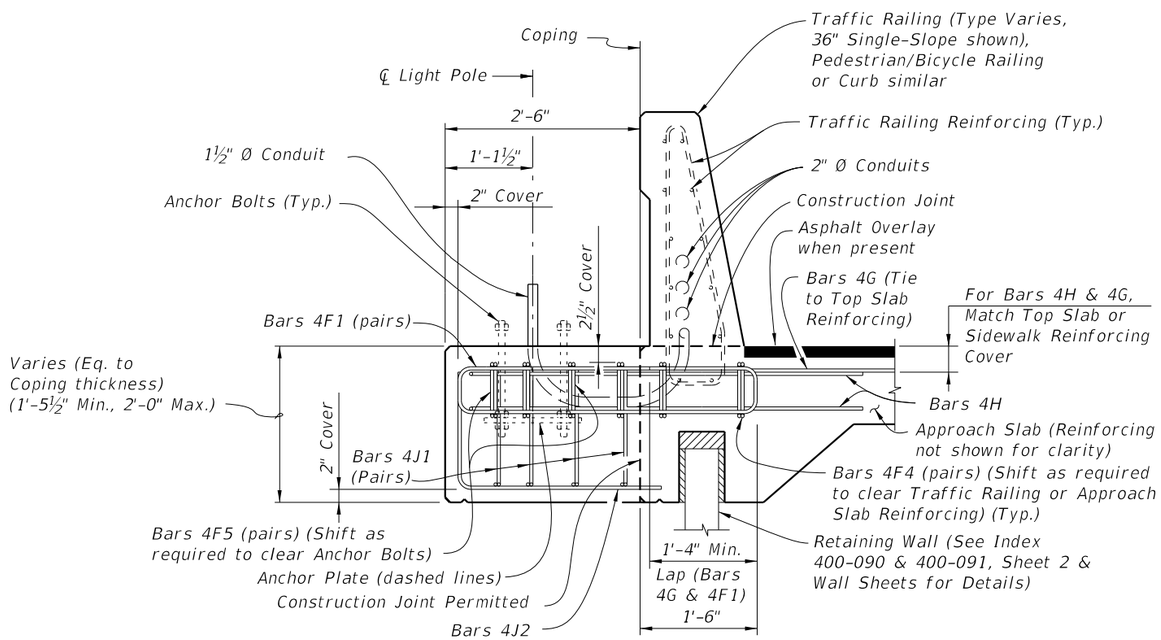
PLAN VIEW



ELEVATION VIEW



TYPICAL SECTION AT LIGHT POLE PEDESTAL



TYPICAL SECTION AT LIGHT POLE PEDESTAL FOR APPROACH SLAB ON RETAINING WALL

CROSS REFERENCE:
For Detail "A", Anchor Plate Detail and Light Pole Pedestal Notes, see Sheet 4.

NOTE: Anchor Bolt, Nuts, Washers and Anchor Plate are dashed for clarity.

LIGHT POLE PEDESTAL FOR APPROACH SLAB OR BRIDGE DECK THICKNESS AT COPING 1'-5½" OR GREATER

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LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/19			FY 2020-21 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	521-660	3 of 4

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

REINFORCING STEEL NOTES:

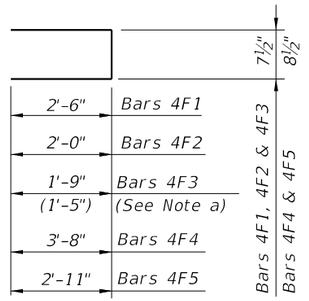
a. When Pedestal is attached to Pedestrian/Bicycle Railing – Index 521-820 or an 8" wide concrete curb and the Bridge Deck or Approach Slab thickness is less than 1'-1½", Bars 4F3 shall have leg length and bar length shown in parentheses.

b. The number of bars shown in parentheses is for Bars 4F4 when Pedestal is attached to Pedestrian/Bicycle Railing – Index 521-820 or an 8" wide concrete curb, and the Bridge Deck or Approach Slab thickness is less than 1'-1½".

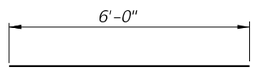
c. Lap Splices for Bars 4F1, 4F2 & 4F3 shall be a minimum of 1'-4". Lap Splices for Bars 4F4 & 4F5 shall be minimum of 1'-8".

d. Bars 4J1 and 4J2 are not required when Pedestal thickness is less than 1'-5½". Field trim height of bars to maintain cover when Pedestal thickness is less than 2'-0". Field trim length of Bars 4J2 on Retaining Wall Coping to maintain cover.

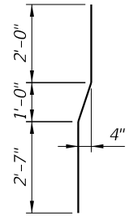
e. All bar dimensions in the bending diagrams are out to out.



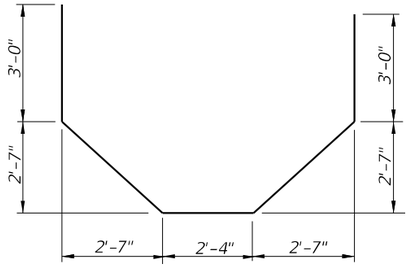
BARS 4F1, 4F2, 4F3, 4F4 & 4F5



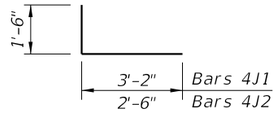
BAR 4G



ELEVATION
BOTTOM BARS 4H2
(For Option 2)



BAR 4H1 & 4H2 (Plan View)

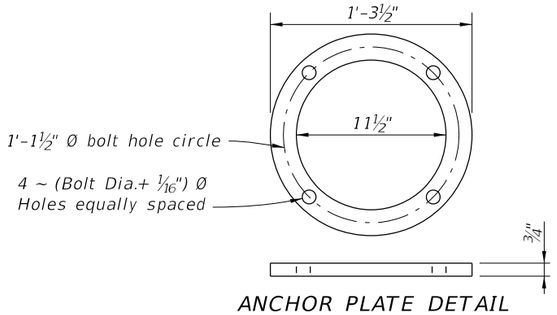


BARS 4J1 & 4J2

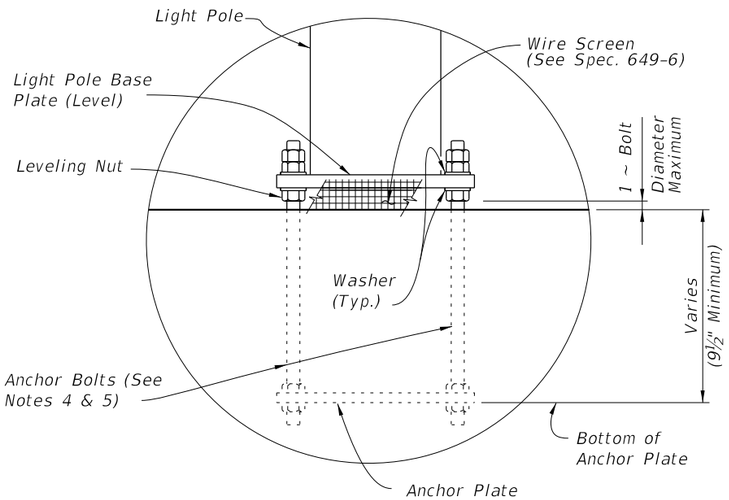
BILL OF REINFORCING STEEL

MARK	SIZE	NO. REQD.	LENGTH	NOTES
F1	4	16	5'-8"	c
F2	4	4	4'-8"	c
F3	4	4	4'-2" (3'-6")	a, c
F4	4	8 (6)	8'-3"	b, c
F5	4	4	6'-7"	c
G	4	8	6'-0"	–
H	4	2	15'-8"	–
J1	4	8	4'-8"	d
J2	4	12	4'-0"	d

( ) See Reinforcing Steel Note a & b.



ANCHOR PLATE DETAIL



DETAIL "A"

CROSS REFERENCE:
For location of Detail "A" see Sheets 1,2 and 3.

LIGHT POLE PEDESTAL NOTES

1. Concrete and Reinforcing Steel required for the construction of the Pedestal shall meet the same requirements as the Traffic Railing or Pedestrian/Bicycle Railing the Pedestal is attached to.

2. Light Pole Pedestal may be used with the following:
   Index 521-422 – Traffic Railing (42" Vertical Shape),
   Index 521-423 – Traffic Railing (32" Vertical Shape),
   Index 521-427 – Traffic Railing (36" Single-Slope),
   Index 521-428 – Traffic Railing (42" Single-Slope),
   Index 521-820 – Pedestrian/Bicycle Railing,
   Index 515-021 – Pedestrian/Bicycle Bullet Railing for Traffic Railing or
   Index 515-509 – Traffic Railing /Noise Wall – Bridge.

3. Unless otherwise noted, Traffic Railing (36" Single-Slope) is shown in all Views and Sections. The Pedestal details for other Traffic Railings or Pedestrian/Bicycle Railing are similar.

4. ANCHOR BOLTS:
   Anchor Bolt design is based on the standard Roadway Aluminum Light Pole configurations shown on Index 715-002.

   Anchor Bolt Diameter: See Table 1
   Anchor Bolts: ASTM F1554 Grade 55.
   Nuts: ASTM A563 Grade A, Heavy-Hex.
   Washers: ASTM F436 Type 1.
   Anchor Plate: ASTM A709 (Grade 36) or ASTM A36.
   Coating: Galvanize all Nuts, Bolts Washers, in accordance with ASTM F2329. Galvanize plates in accordance with ASTM A123.

   The Contractor is responsible for ensuring the anchor bolt configuration is compatible with the light pole base plate. Submit modifications of the anchor bolt design to the Engineer for approval.

5. Install Anchor Bolts plumb.

6. For Conduit, Embedded Junction Boxes (EJB), Expansion/Deflection Fitting and adjacent Reinforcing Steel Details, see Utility Conduit Detail Sheets.

7. PAYMENT: The cost of Wire Screen, Anchor Bolts, Nuts, Washers and Anchor Plates shall be included in the Bid Price for Light Poles. The cost of all Labor, Concrete and Reinforcing Steel required for the Construction of the Pedestals, and Miscellaneous Hardware required for the completion of the Electrical System, shall be included in the Bid Price for the Traffic Railing or Pedestrian/Bicycle Railing the Pedestal is attached to.

TABLE 1 - DESIGN LIMITATIONS FOR ANCHOR BOLTS (1" Dia.)

WIND SPEED (MPH)	ARM LENGTH (Ft.)	BRIDGE DECK HEIGHT (Ft.)* DESIGN MOUNTING HEIGHT 40 Ft.	45 Ft.	50 Ft.
120	≤ 15	75	75	75
140	≤ 15	75	75	75
160	8 & 10	75	75	45**
160	12 & 15	75	75	25**

* Above natural ground or MLW.

** Use 1¼" diameter Anchor Bolt for Bridge Deck Height greater than shown, in Table 1, up to 75'.

ESTIMATED LIGHT POLE PEDESTAL QUANTITIES PER LIGHT POLE PEDESTAL

ITEM	UNIT	QUANTITY
Concrete Per Pedestal Thickness	CY/In.	0.040
Reinforcing Steel	LB	195 (182)

(The Reinforcing Steel quantity shown in parenthesis is for a Pedestal attached to Pedestrian/Bicycle Railing – Index 521-820 with Bridge Deck or Approach Slab thinner than 1'-1½". Add 59 Lbs. for Bars 4J1 & 4J2 when Pedestal Thickness is 1'-5½" or greater)

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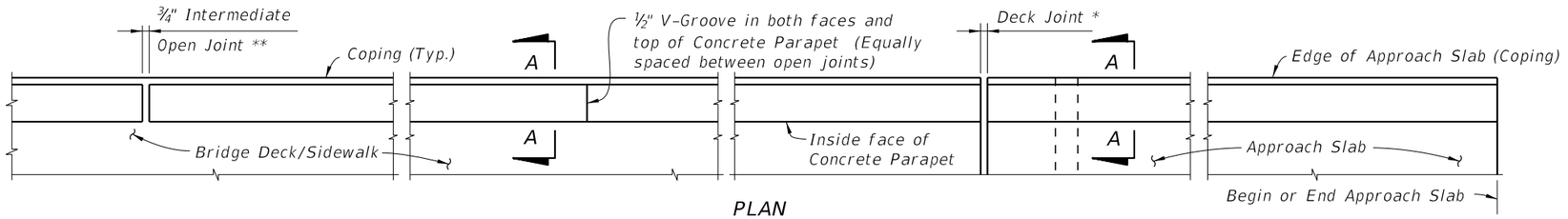
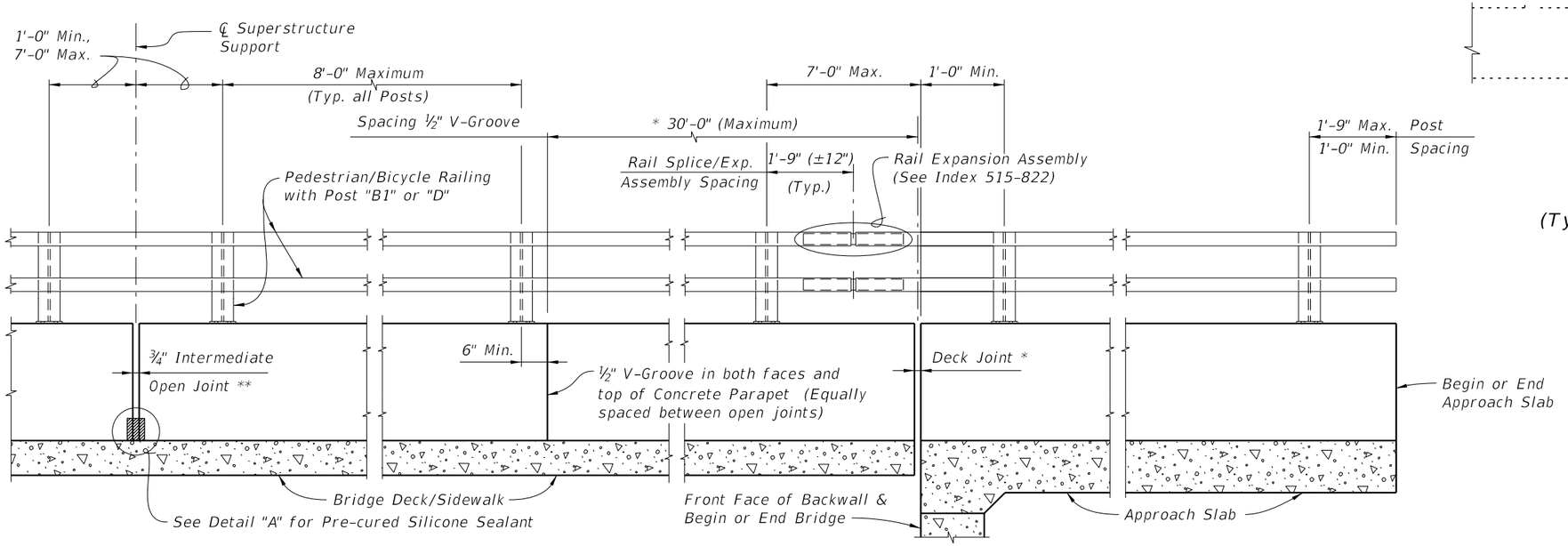
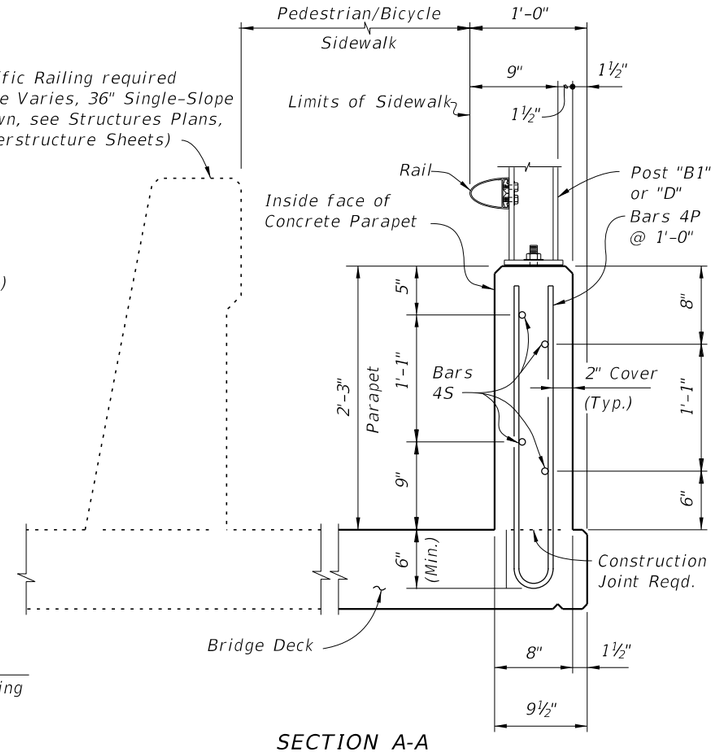
LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2020-21 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	INDEX 521-660	SHEET 4 of 4



PLAN
(Rails, Posts & Reinforcing Steel not shown for clarity)



ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)



SECTION A-A
(Typical Section Thru Bridge Deck Shown,
Section Thru Approach Slab Similar)
Bars P1 shown, Bars P2 similar

* See Structures Plans, Superstructure Sheets for actual dimensions and joint orientation. Open Parapet Joints at Deck Expansion Joint locations shall match the dimension of the Deck Joint. For treatment of Railings on skewed bridges see Index 521-427. Deck Joint at Begin Bridge or End Bridge shown. Deck Joint at ℄ Pier or Intermediate Bent similar.

** ¾" Intermediate Open Joints shall be provided at locations coinciding with ¾" Joints for the Traffic Railing.

PEDESTRIAN/BICYCLE RAILING NOTES:

CONCRETE PARAPET: Concrete parapet shall be placed vertical and top surface shall be level transversely.

RAIL AND POST DETAILS: For Rail, Post, Rail Splice/Expansion Assembly fabrication and installation details see Index 515-022.

BRIDGE FENCING: For Bridge Fencing see Index 550-010 thru 550-013 in lieu of Posts and Rails on Index 515-022.

PAYMENT: Concrete parapet shall be paid for under the contract unit price for 27" Concrete Parapet (Pedestrian/Bicycle), LF, and Rails shall be paid for under Bullet Railings, LF.

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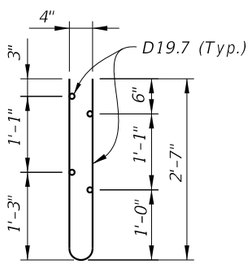
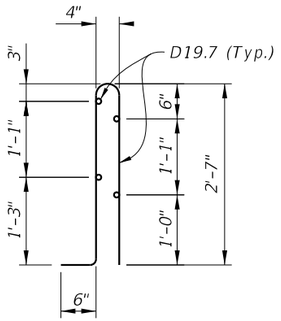
LAST REVISION	REVISION	DESCRIPTION:				
11/01/18			FDOT FY 2020-21 STANDARD PLANS	27" CONCRETE PARAPET WITH PEDESTRIAN/BICYCLE BULLET RAILING	INDEX 521-820	SHEET 1 of 2

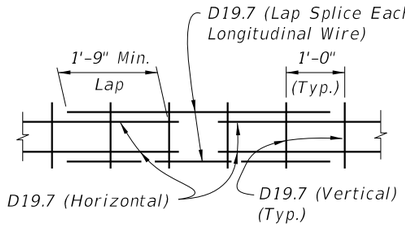
ALTERNATE REINFORCING (WELDED WIRE REINF.) DETAILS

NOTE: Place wire panels to minimize the end overhang. End Overhangs greater than 4¾" are not permitted.





WELDED WIRE REINFORCEMENT (WWR)

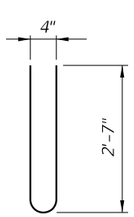


SPLICE DETAIL
(Between WWR Sections)

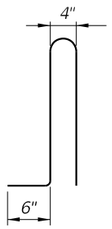
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

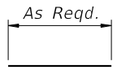
MARK	SIZE	LENGTH
P1	4	5'-6"
P2	4	6'-0"
S	4	As Reqd.



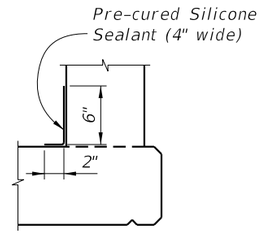
BAR 4P1



BAR 4P2



BAR 4S



DETAIL "A" - SECTION
AT INTERMEDIATE OPEN JOINT

INTERMEDIATE JOINT SEAL NOTE:

1. At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant meeting the requirements of 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 Concrete Parapet.

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the parapet on a retaining wall shall be the same as detailed above for a 8" deck.
3. All reinforcing steel at the open joints shall have a 2" minimum cover.
4. Bars 4S may be continuous or spliced at the construction joints. Bar splices for Bars 4S shall be a minimum of 1'-8".
5. Bars 4P2 may be used in lieu of Bars 4P1.
6. At the option of the Contractor deformed WWR may be used in lieu of all Bars 4P or 4P2 and 4S.

ESTIMATED CONCRETE PARAPET QUANTITIES

ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.056
Reinforcing Steel (P1 & S)	LB/FT	6.35
Reinforcing Steel (P2 & S)	LB/FT	6.68

(The above quantities are based on a deck with a 2% cross slope)

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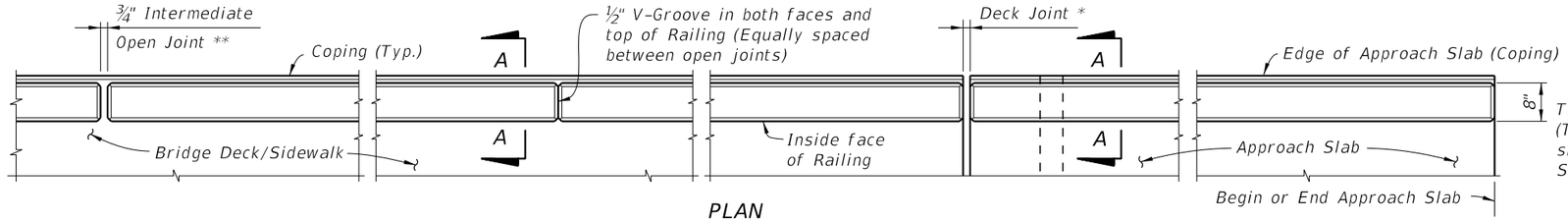
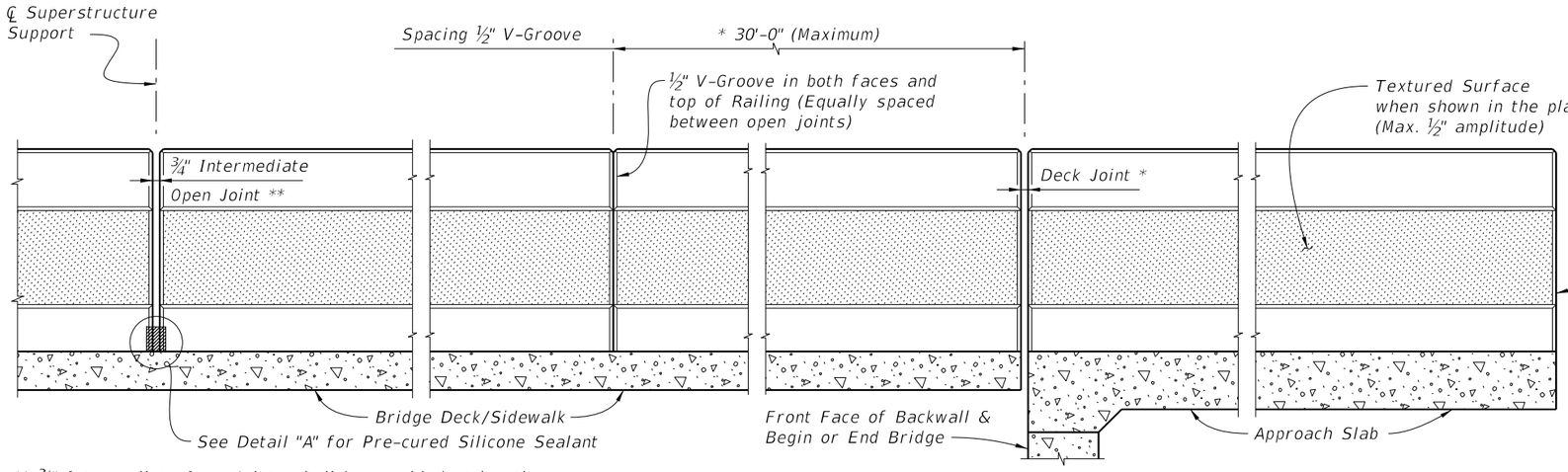
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/18			FY 2020-21 STANDARD PLANS	27" CONCRETE PARAPET WITH PEDESTRIAN/BICYCLE BULLET RAILING	521-820	2 of 2



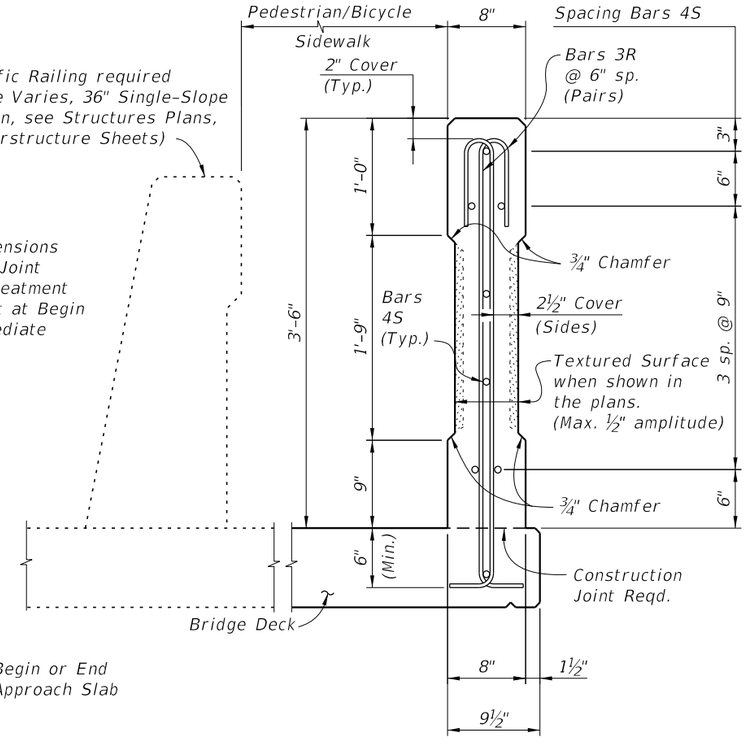
PLAN
(Reinforcing Steel not shown for clarity)

* See Structures Plans, Superstructure Sheets for actual dimensions and joint orientation. Open Railing Joints at Deck Expansion Joint locations shall match the dimension of the Deck Joint. For treatment of Railings on skewed bridges see Index 521-427. Deck Joint at Begin Bridge or End Bridge shown. Deck Joint at ℄ Pier or Intermediate Bent similar.



** ¾" Intermediate Open Joints shall be provided at locations coinciding with ¾" Joints for the Traffic Railing.

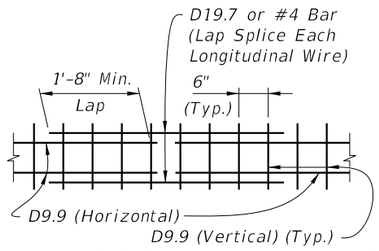
ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)



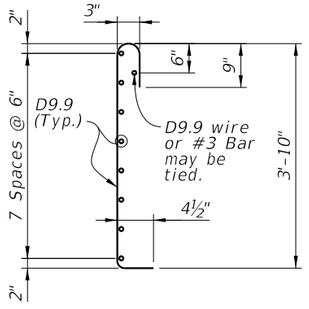
SECTION A-A
(Typical C-I-P Section Thru Bridge Deck Shown, Section Thru Approach Slab Similar)

ALTERNATE REINFORCING (WELDED WIRE REINF.) DETAILS

NOTE: Place wire panels to ensure vertical wire is within 4" of open joints.



SPLICE DETAIL
(Between WWR Sections)

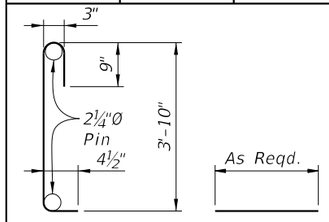


WELDED WIRE REINFORCEMENT
(WWR)
(2 Pieces Reqd.)

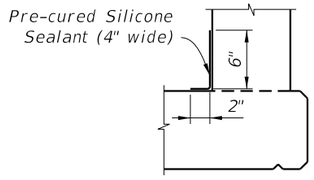
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
R	3	5'-2"
S	4	As Reqd.



BAR 3R BAR 4S



DETAIL "A" - SECTION
AT INTERMEDIATE OPEN JOINT

ESTIMATED CONCRETE RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.079
Reinforcing Steel	LB/LF	13.12

(The above quantities are based on a deck with a 2% cross slope)

RAILING NOTES:
1. Railing shall be placed vertical and top surface shall be level transversely.

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 5 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 Railing.

REINFORCING STEEL NOTES:
1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the railing on a retaining wall shall be the same as detailed above for an 8" deck.
3. All reinforcing steel at the open joints shall have a 2" minimum cover.
4. Bar splices for Bars 4S shall be a minimum of 1'-8".
5. At the option of the Contractor deformed WWR may be used in lieu of all Bars 3R and 4S.

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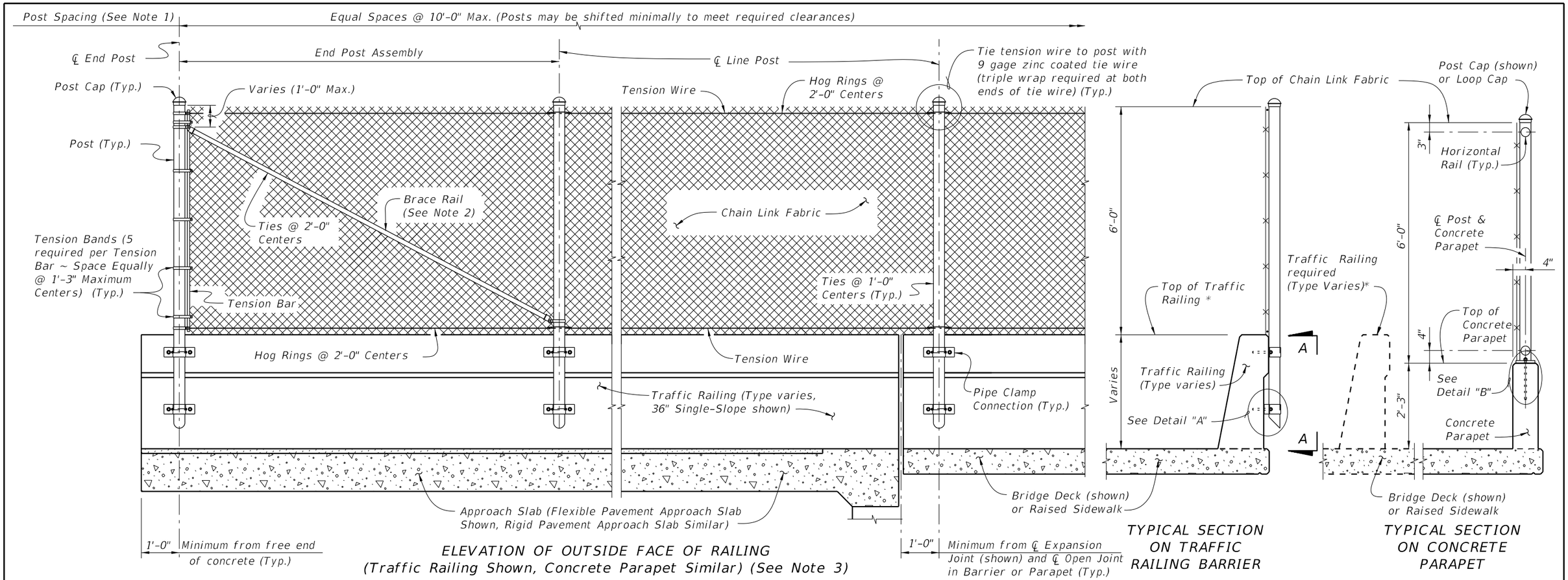
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2020-21 STANDARD PLANS	42" CONCRETE PEDESTRIAN/BICYCLE RAILING	INDEX 521-825	SHEET 1 of 1



ELEVATION OF OUTSIDE FACE OF RAILING
(Traffic Railing Shown, Concrete Parapet Similar) (See Note 3)

TYPICAL SECTION ON TRAFFIC RAILING BARRIER

TYPICAL SECTION ON CONCRETE PARAPET

NOTES:
1. A Pull Post Assembly is required at maximum intervals of 500'-0". See Sheet 3.
2. Brace rails are only required for vertical fence installations on Traffic Railing.
3. Provide horizontal rails for vertical fence installations on Concrete Parapets in lieu of tension wire. Locate horizontal rails as shown in the Typical Section for Concrete Parapets at right.

* Do not anchor fencing to the top of Traffic Railings.

FENCING NOTES

FENCE INSTALLATION:
Install posts plumb (within a tolerance of ± 1½"). Use shim plates as required to achieve plumb. The required quantity and thickness of shim plates will be determined in the field. Install chain link fence in accordance with ASTM F567 as applicable.

TRAFFIC RAILING DETAILS:
See Superstructure Sheets for Traffic Railing details.

CONCRETE PARAPET DETAILS:
See Index 521-820 – Pedestrian/Bicycle Railing for Concrete Parapet details. Provide fencing in lieu of aluminum bullet railing as shown on Index 521-820.

LIMITS OF FENCING:
Limits of fencing are from begin of approach slab at Begin Bridge to end of approach slab at End Bridge, unless otherwise shown in the plans.

PAYMENT:
Payment will be made under Fencing, Type R. Payment includes posts, horizontal and expansion rails, brace rails and bands, rail ends, combination rail ends, boulevard clamps, chain link fabric, tension wire, ties, hog rings, tension bars and bands, post and loop caps, pipe clamps, base plates, anchor rods, bolts, nuts, washers, shim plates, spacers, bearing pads, miscellaneous fence fittings and hardware and all incidental materials and labor required to complete installation of the fence.

CROSS REFERENCE:
For Table of Fence Components, Table of Post Attachment Components, View A-A and Detail "A" see Sheet 2.
For Pull Post Assembly Detail for Traffic Railings see Sheet 3.
For Pull Post Assembly Detail for Concrete Parapets and Detail "B" see Sheet 4.

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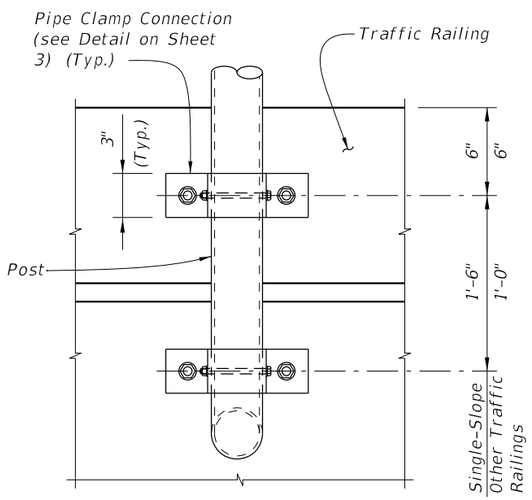
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	BRIDGE FENCING (VERTICAL)	INDEX	SHEET
11/01/17					550-010	1 of 4

TABLE OF CHAIN LINK FENCE COMPONENTS

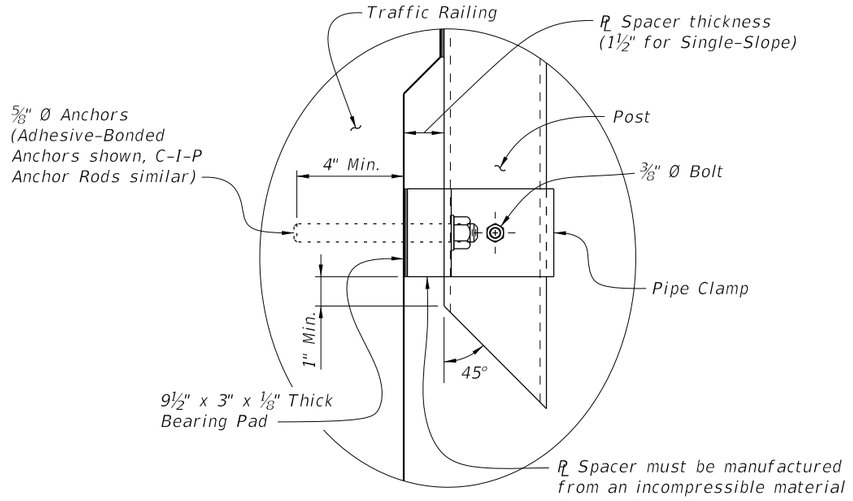
COMPONENT		ASTM DESIGNATION	COMPONENT INFORMATION
Traffic Railings and Concrete Parapets	Posts	F1083	Galvanized Steel Pipe – 3" NPS, Schedule 40 Regular Grade
	Chain Link Fabric (2" mesh with twisted top and knuckled bottom selvage)	A392	Zinc Coated Steel – 9 gage (coated wire diameter), Class 2 Coating
		A491	Aluminum Coated Steel – 9 gage (coated wire diameter)
		F668	Polyvinyl Chloride (PVC) Coated Steel – 9 gage Class 2b
	Tie Wires	F626	Zinc Coated Steel Wire – 9 gage
	Brace Bands	F626	12 Gage (Min. thickness) x ¾" (Min. width) Steel Bands (Beveled or Heavy)
	Tension Bars	F626	3/16" (Min. thickness) x ¾" (Min. width) x 5'–10" (Min. height) Steel Bars
	Tension Bands	F626	14 Gage (Min. thickness) x ¾" (Min. width) Steel Bands
	Miscellaneous Fence Components	F626	Zinc Coated Steel ~ (includes post or loop caps, horizontal and brace rail ends, combination rail ends, boulevard clamps and all other miscellaneous fittings & hardware)
Concrete Parapets	Horizontal Rails	F1083	Galvanized Steel Pipe – 2½" NPS, Schedule 40 Regular Grade
	Expansion Rails	F1083	Galvanized Steel Pipe – 2" NPS, Schedule 40 Regular Grade
	Bolts	A307	¼" Ø x 4¼" Hex Head Bolts for Expansion Rail Connections
	Nuts	A563	Hex Nuts for Expansion Rail Connections
	Washers	F436	Flat Washers for Expansion Rail Connections
Traffic Railings	Tension Wire	A824 & A817	Type II (Zinc Coated Steel Wire) – 7 gage, Class 4 Coating
			Type I (Aluminum Coated Steel Wire) – 7 gage
	Hog Rings	F626	Zinc Coated Steel Wire – 12 gage
	Brace Rails	F1083	Galvanized Steel Pipe – 1¼" NPS, Schedule 40 Regular Grade

TABLE OF POST ATTACHMENT COMPONENTS

COMPONENT		ASTM DESIGNATION	COMPONENT INFORMATION
Pipe Clamps		A36 or A709 Grade 36	¼" Steel PL
Base Plates		A36 or A709 Grade 36	¾" Steel PL
Shim Plates		A36 or A709 Grade 36 or B209 Alloy 6061–T6 or B221 Alloy 6063–T5	Plate thicknesses as required; Holes in shim plates will be ¾" Ø
Spacers		–	Plate thickness varies based on traffic railing type (See Detail "A")
Pipe Clamp Connection	Adhesive Anchor Rods	F1554 Grade 36	Fully threaded Headless Anchor Rods ~ 5/8" Ø x 6" (no spacer) or 5/8" Ø x (6" + spacer thickness)
	C–I–P Anchor Rods	F1554 Grade 36	Hex Head Anchor Rods ~ 5/8" Ø x 6" (no spacer) or 5/8" Ø x (6" + spacer thickness)
Base Plate Connection	Adhesive Anchor Rods	F1554 Grade 36	Fully threaded Headless Anchor Rods ~ 7/8" Ø x 14½"
	C–I–P Anchor Rods	F1554 Grade 36	Hex Head Anchor Rods ~ 7/8" Ø x 14½"
Bolts		A307	3/8" Ø x 4¾" Hex Head Bolts for Pipe Clamp Connections to Posts
Nuts		A563	Hex Nuts for Pipe Clamp and Base Plate Connections
Washers		F436	Flat Washers for Pipe Clamp and Base Plate Connections
Bearing Pads (Plain Neoprene)		–	In accordance with Specification Section 932 for Ancillary Structures



VIEW A-A



DETAIL "A"

POST ATTACHMENT NOTES

ANCHOR RODS, NUTS AND WASHERS:
After the nuts have been tightened, distort the Anchor Rod threads to prevent removal of the nuts. Coat distorted threads and exposed trimmed ends of anchors with a galvanizing compound in accordance with Specification Section 562.

COATINGS:
Hot–dip galvanize all Nuts, Washers, Bolts, C–I–P Anchor Rods, Adhesive Anchors and Fence Framework (Posts, Internal Sleeves, Shim Plates, Base Plates, Pipe Clamps and Spacers) in accordance with Specification Section 962. Hot–dip galvanize Fence Framework after fabrication.

ADHESIVE–BONDED ANCHORS AND DOWELS:
Adhesive Bonding Material Systems for Anchors and Dowels will comply with Specification Section 937 and be installed in accordance with Specification Section 416. Cutting of reinforcing steel is permitted for drilled hole installation.

WELDING:
All welding will be in accordance with the American Welding Society Structural Welding Code (Steel) ANSI/AWS D1.1 (current edition). Weld metal will be E60XX or E70XX. Nondestructive testing of welds is not required.

CROSS REFERENCE:
For location of View A–A and Detail "A" see Sheet 1.

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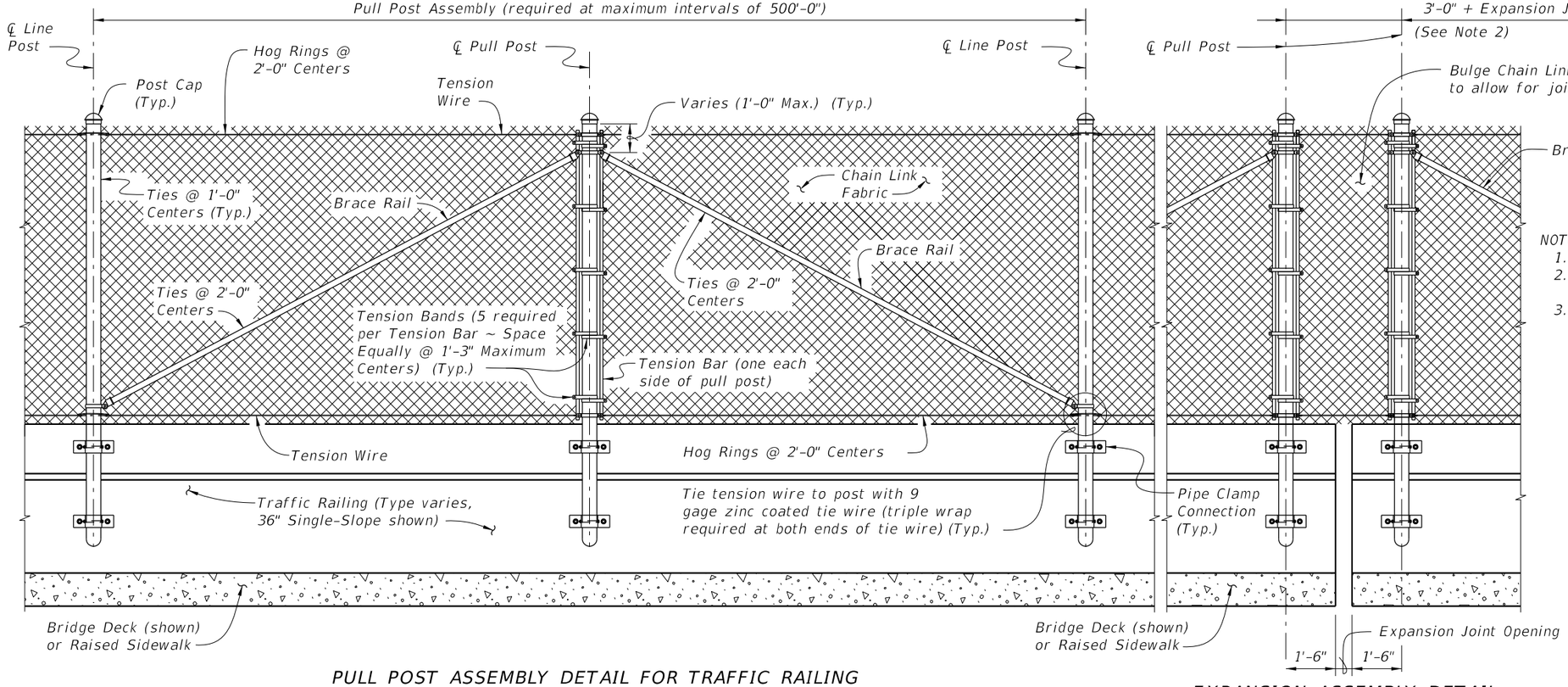


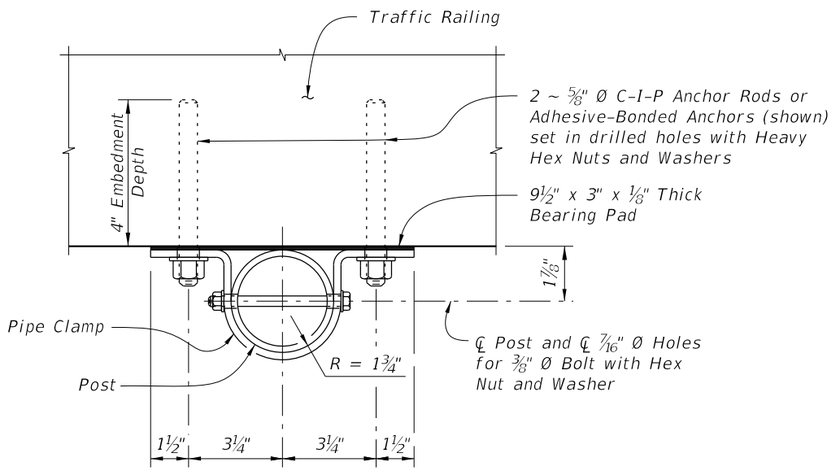
PULL POST ASSEMBLY DETAIL FOR TRAFFIC RAILING

EXPANSION ASSEMBLY DETAIL

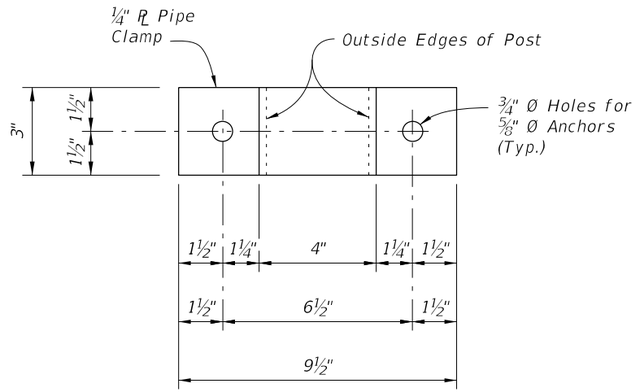
(Required only at expansion joint locations where total movement exceeds 6")

NOTES:

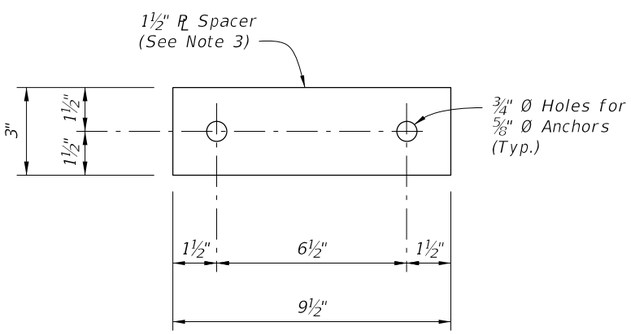
1. For treatment at bridge ends, see Sheet 1.
2. Expansion Joint Opening is the width at the time of fence installation.
3. Spacer thickness shown is for Single-Slope Traffic Railings. Adjust thickness as required for other Traffic Railings.



PIPE CLAMP CONNECTION DETAIL
(Connection without spacer shown, Connection with spacer similar)



PIPE CLAMP DETAIL



SPACER DETAIL

(Must be manufactured from an incompressible material (i.e., steel or aluminum))

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	BRIDGE FENCING (VERTICAL)	INDEX	SHEET
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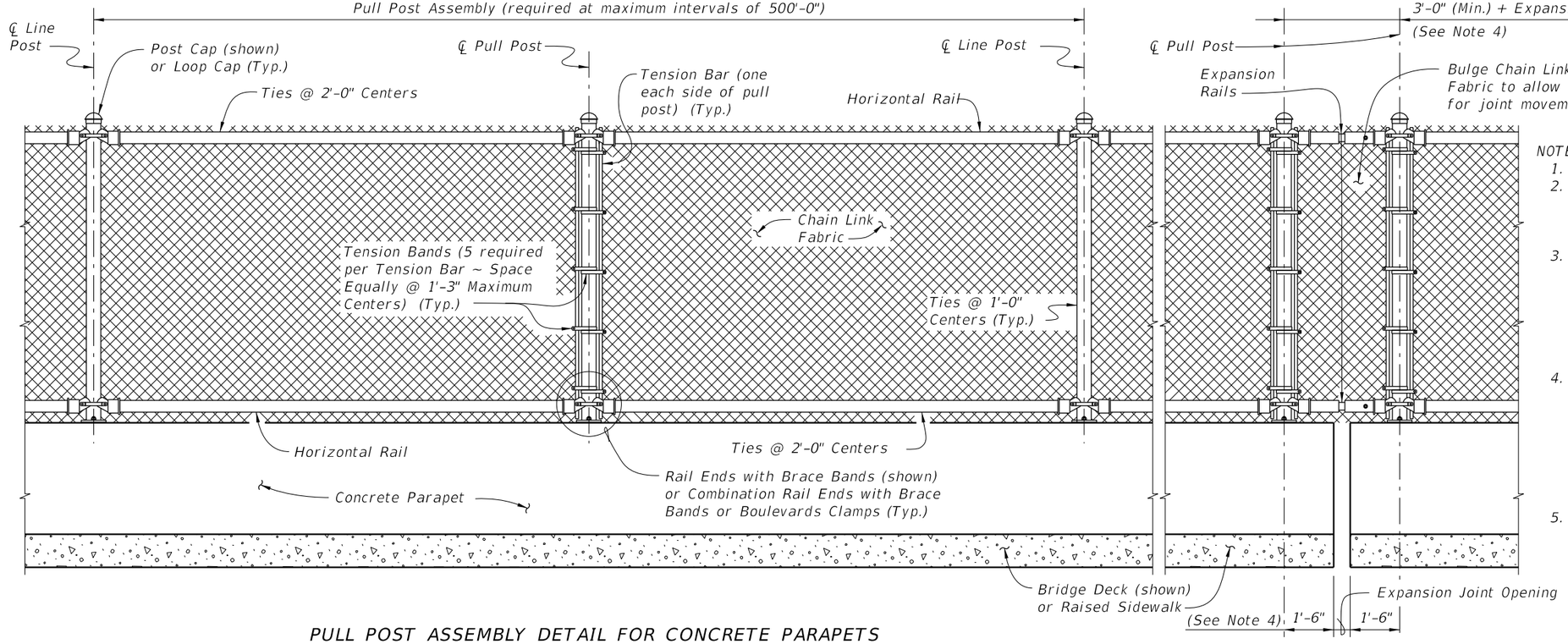


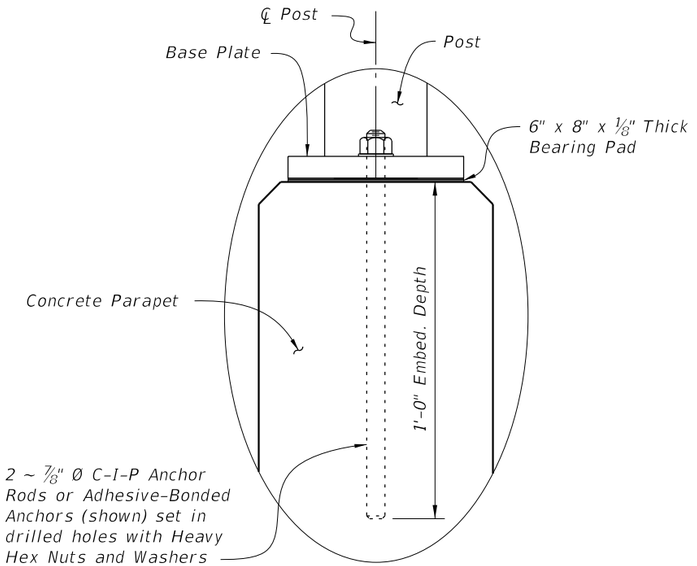
PULL POST ASSEMBLY DETAIL FOR CONCRETE PARAPETS

EXPANSION ASSEMBLY DETAIL

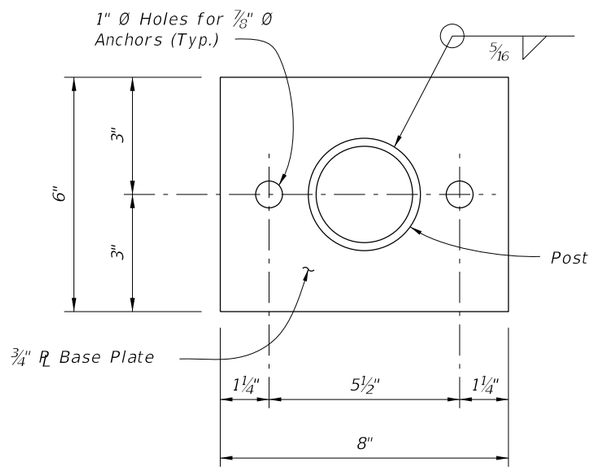
(Required only at expansion joint locations where total movement exceeds 6")

NOTES:

1. For treatment at the bridge ends, see Index 811 Sheet 1.
2. Expansion Rails are required at expansion joint locations where the total movement exceeds 1". Install expansion rails midway between the fence posts spanning the expansion joint.
3. An Expansion Assembly is required where the total joint movement exceeds 6". Expansion Assembly includes Expansion Rails and two pull posts (as shown). When the Expansion Joint Opening is greater than 9" add an additional length to the free end of the Expansion Rail equal to the difference between the Expansion Joint Opening and 9".
4. Install the post on the fixed (bolted) side of the Expansion Rail 1'-6" from the edge of the expansion joint. Install the post on the slip (unbolted) side of the Expansion Rail 1'-6" from the edge of the expansion joint unless the Expansion Joint Opening is greater than 9". When the Expansion Joint Opening exceeds 9" increase the 1'-6" dimension by the difference between the Expansion Joint Opening and 9".
5. Install nut for the expansion rail finger-tight. The nut will fully engage bolts with a minimum of one bolt thread extending beyond the nuts. Distort the first thread on the outside of the nut to prevent loosening.

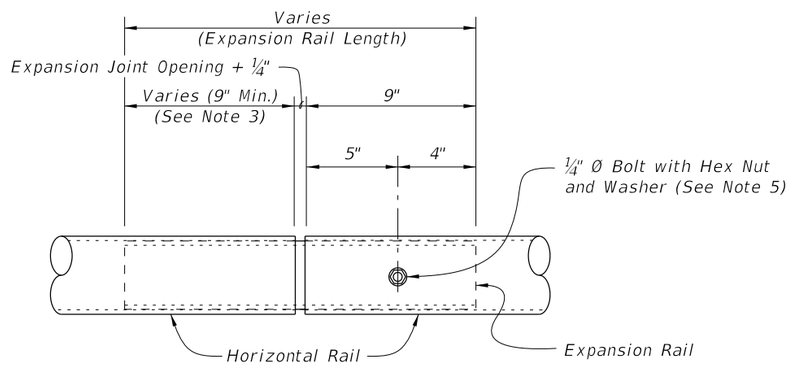


DETAIL "B"



BASE PLATE DETAIL

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



EXPANSION RAIL DETAIL

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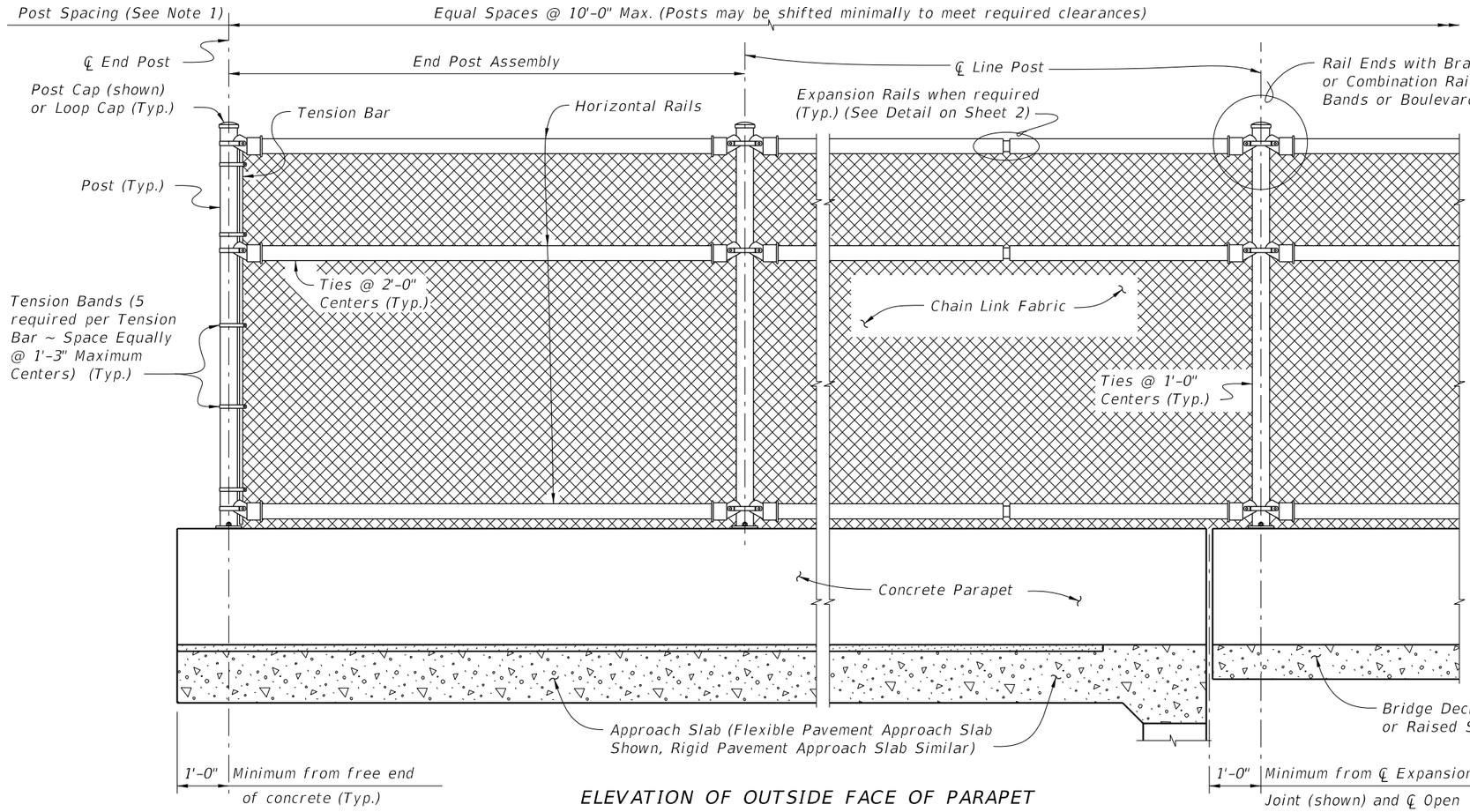
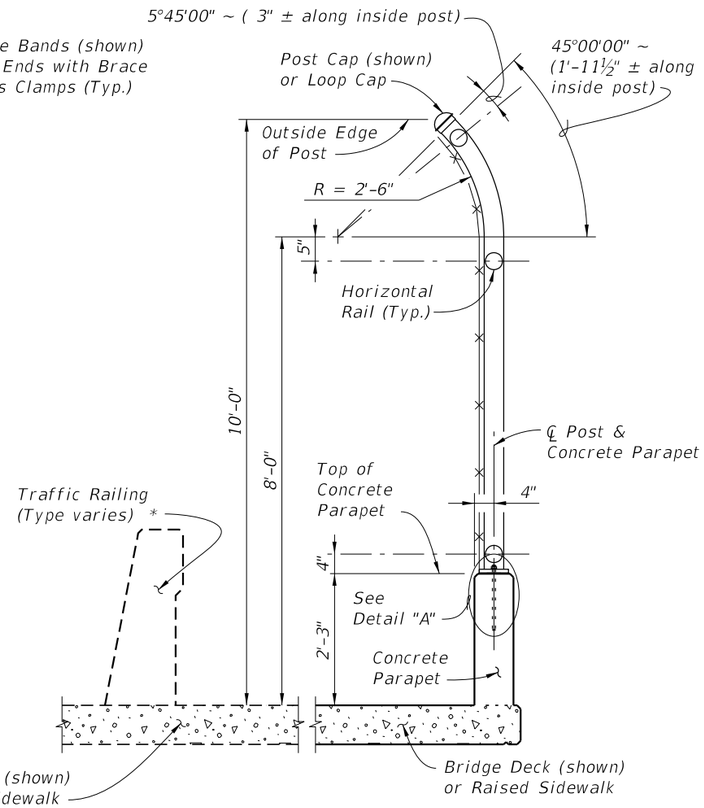
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/17			FY 2020-21 STANDARD PLANS	BRIDGE FENCING (VERTICAL)	550-010	4 of 4



ELEVATION OF OUTSIDE FACE OF PARAPET



TYPICAL SECTION

* Do not anchor fencing to the top of Traffic Railings.

NOTES:

1. A Pull Post Assembly is required at maximum intervals of 500'-0". See Sheet 2.

FENCING NOTES

FENCE APPLICATION:
This bridge fence can only be used on sidewalk installations separated from traffic by a traffic railing.

FENCE INSTALLATION:
Install posts plumb (within a tolerance of ± 1½"). Use shim plates as required to achieve plumb. The required quantity and thickness of shim plates will be determined in the field. Install chain link fence in accordance with ASTM F567 as applicable.

CONCRETE PARAPET DETAILS:
See Index 521-820 – Pedestrian/Bicycle Bullet Railing for Concrete Parapet details. Provide fencing in lieu of aluminum bullet railing as shown on Index 521-820.

LIMITS OF FENCING:
Limits of fencing are from begin of approach slab at Begin Bridge to end of approach slab at End Bridge, unless otherwise shown in the plans.

PAYMENT:
Payment will be made under Fencing, Type R. Payment includes posts, horizontal and expansion rails, brace bands, rail ends, combination rail ends, boulevard clamps, chain link fabric, ties, tension bars and bands, post and loop caps, base plates, anchor rods, bolts, nuts, washers, shim plates, neoprene pads, miscellaneous fence fittings and hardware and all incidental materials and labor required to complete installation of the fence.

CROSS REFERENCE:
For Table of Fence Components and Pull Post Assembly Detail see Sheet 2.
For Table of Post Attachment Components and Detail "A" see Sheet 3.

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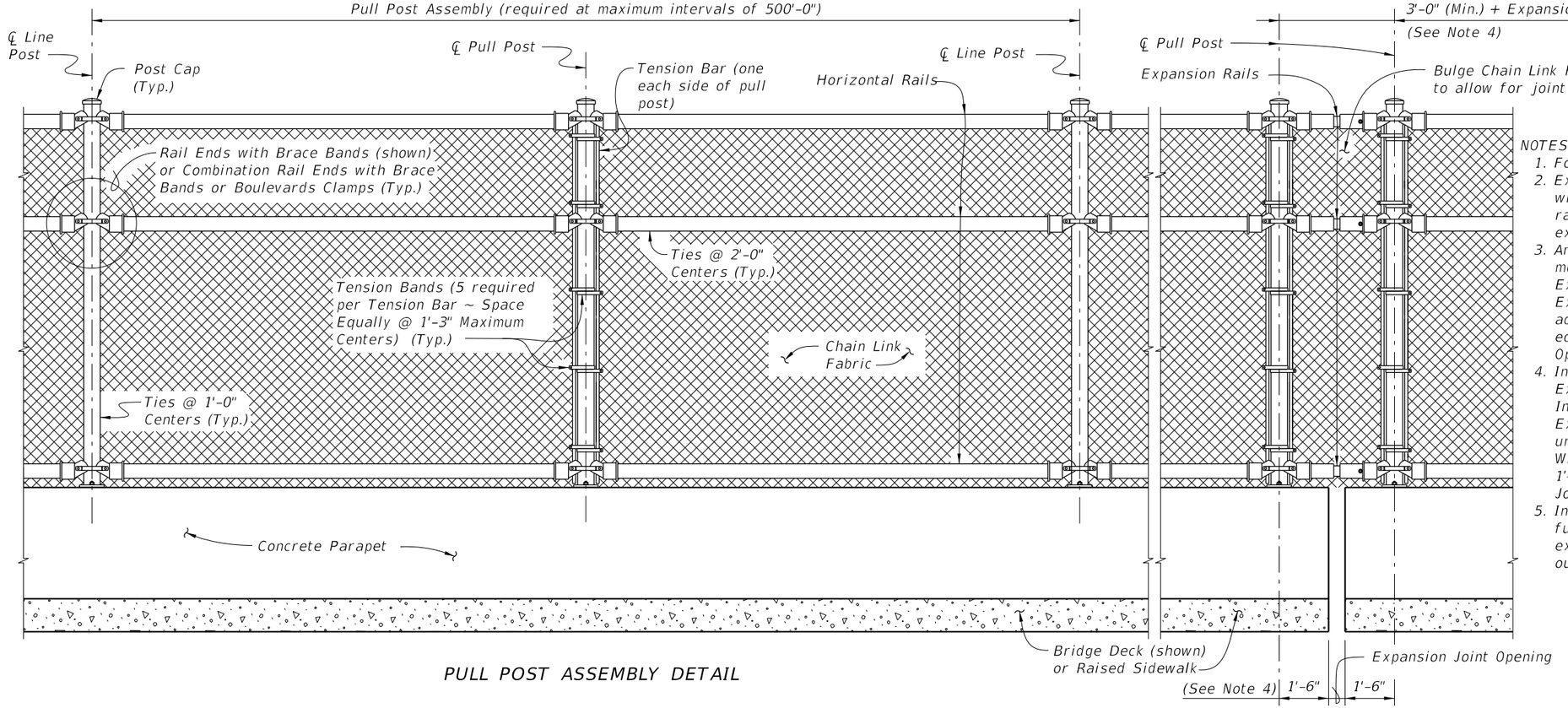
LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2020-21 STANDARD PLANS	BRIDGE FENCING (CURVED TOP)	INDEX 550-011	SHEET 1 of 3



PULL POST ASSEMBLY DETAIL

EXPANSION ASSEMBLY DETAIL

(Required only at expansion joint locations where total movement exceeds 6")

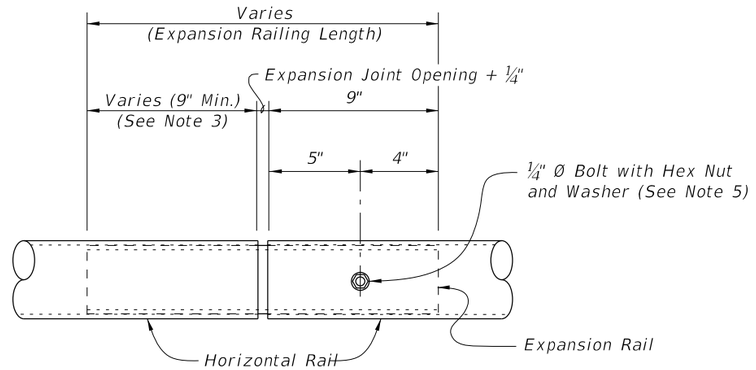
NOTES:

1. For treatment at the bridge ends, see Sheet 1.
2. Expansion Rails are required at expansion joint locations where the total movement exceeds 1". Install expansion rails midway between the fence posts spanning the expansion joint.
3. An Expansion Assembly is required where the total joint movement exceeds 6". Expansion Assembly includes Expansion Rails and two pull posts (as shown). When the Expansion Joint Opening is greater than 9" add an additional length to the free end of the Expansion Rail equal to the difference between the Expansion Joint Opening and 9".
4. Install the post on the fixed (bolted) side of the Expansion Rail 1'-6" from the edge of the expansion joint. Install the post on the slip (unbolted) side of the Expansion Rail 1'-6" from the edge of the expansion joint unless the Expansion Joint Opening is greater than 9". When the Expansion Joint Opening exceeds 9" increase the 1'-6" dimension by the difference between the Expansion Joint Opening and 9".
5. Install nut for the expansion rail finger-tight. The nut will fully engage bolts with a minimum of one bolt thread extending beyond the nuts. Distort the first thread on the outside of the nut to prevent loosening.

TABLE OF CHAIN LINK FENCE COMPONENTS

COMPONENT	ASTM DESIGNATION	COMPONENT INFORMATION
Posts	F1083	Galvanized Steel Pipe – 3½" NPS, Schedule 40 Regular Grade
Horizontal Rails	F1083	Galvanized Steel Pipe – 3" NPS, Schedule 40 Regular Grade
Expansion Rails	F1083	Galvanized Steel Pipe – 2½" NPS, Schedule 40 Regular Grade
Bolts	A307	¼" Ø x 4¼" Hex Head Bolts for Expansion Rail Connections
Nuts	A563	Hex Nuts for Expansion Rail Connections
Washers	F436	Flat Washers for Expansion Rail Connections
Chain Link Fabric (2" mesh with twisted top and knuckled bottom selvage)	A392	Zinc Coated Steel – 9 gage (coated wire diameter), Class 2 Coating
	A491	Aluminum Coated Steel – 9 gage (coated wire diameter)
	F668	Polyvinyl Chloride (PVC) Coated Steel – 9 gage Zinc Coated Wire, Class 2b
Tie Wires	F626	Zinc Coated Steel Wire – 9 gage
Brace Bands	F626	12 Gage (Min. thickness) x ¾" (Min. width) Steel Bands (Beveled or Heavy)
Tension Bars	F626	3/16" (Min. thickness) x ¾" (Min. width) x Variable Height Steel Bars ~ Height = Post Length along inside Post – 2" Max.
Tension Bands	F626	14 Gage (Min. thickness) x ¾" (width) Steel Bands
Miscellaneous Fence Components	F626	Zinc Coated Steel ~ (includes post or loop caps, horizontal and brace rail ends, combination rail ends, boulevard clamps and all other miscellaneous fittings and hardware)

LEGEND: NPS = Nominal Pipe Size



EXPANSION RAIL DETAIL

TABLE OF POST ATTACHMENT COMPONENTS		
COMPONENT	ASTM DESIGNATION	COMPONENT INFORMATION
Base Plates	A36 or A709 Grade 36	¾" Steel ℄
Shim Plates	A36 or A709 Grade 36 or B209 Alloy 6061-T6 or B221 Alloy 6063-T5	Plate thicknesses as required, Holes in shim plates will be ¾" Ø
Adhesive Anchor Rods	F1554 Grade 36	Fully threaded Headless Anchor Rods ~ ⅞" Ø x 14½"
C-I-P Anchor Rods	F1554 Grade 36	Hex Head Anchor Rods ~ ⅞" Ø x 14½"
Nuts	A563	Hex Nuts for Base Plate Connections
Washers	F436	Flat Washers for Base Plate Connections
Bearing Pads (Plain)	-	In accordance with Specification Section 932 for ancillary structures

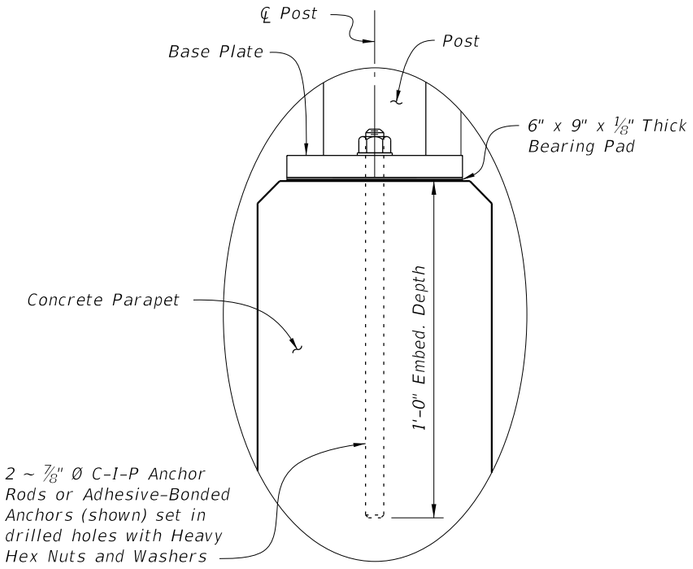
POST ATTACHMENT NOTES

ANCHOR RODS, NUTS AND WASHERS:
After the nuts have been tightened, distort the Anchor Rod threads to prevent removal of the nuts. Coat distorted threads and exposed trimmed ends of anchors with a galvanizing compound in accordance with Specification Section 562.

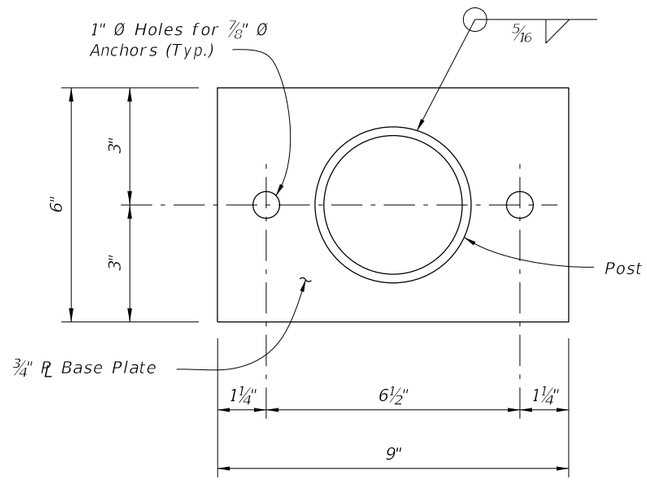
COATINGS:
Hot-dip galvanize all Nuts, Washers, Bolts, C-I-P Anchor Rods, Adhesive Anchors and Fence Framework (Posts, Internal Sleeves, Shim Plates and Base Plates) in accordance with Specification Section 962. Hot-dip galvanize Fence Framework after fabrication.

ADHESIVE-BONDED ANCHORS AND DOWELS:
Adhesive Bonding Material Systems for Anchors and Dowels will comply with Specification Section 937 and be installed in accordance with Specification Section 416. Cutting of reinforcing steel is permitted for drilled hole installation.

WELDING:
All welding will be in accordance with the American Welding Society Structural Welding Code (Steel) ANSI/AWS D1.1 (current edition). Weld metal will be E60XX or E70XX. Nondestructive testing of welds is not required.



DETAIL "A"



BASE PLATE DETAIL

CROSS REFERENCE:
For location of Detail "A" see Sheet 1.

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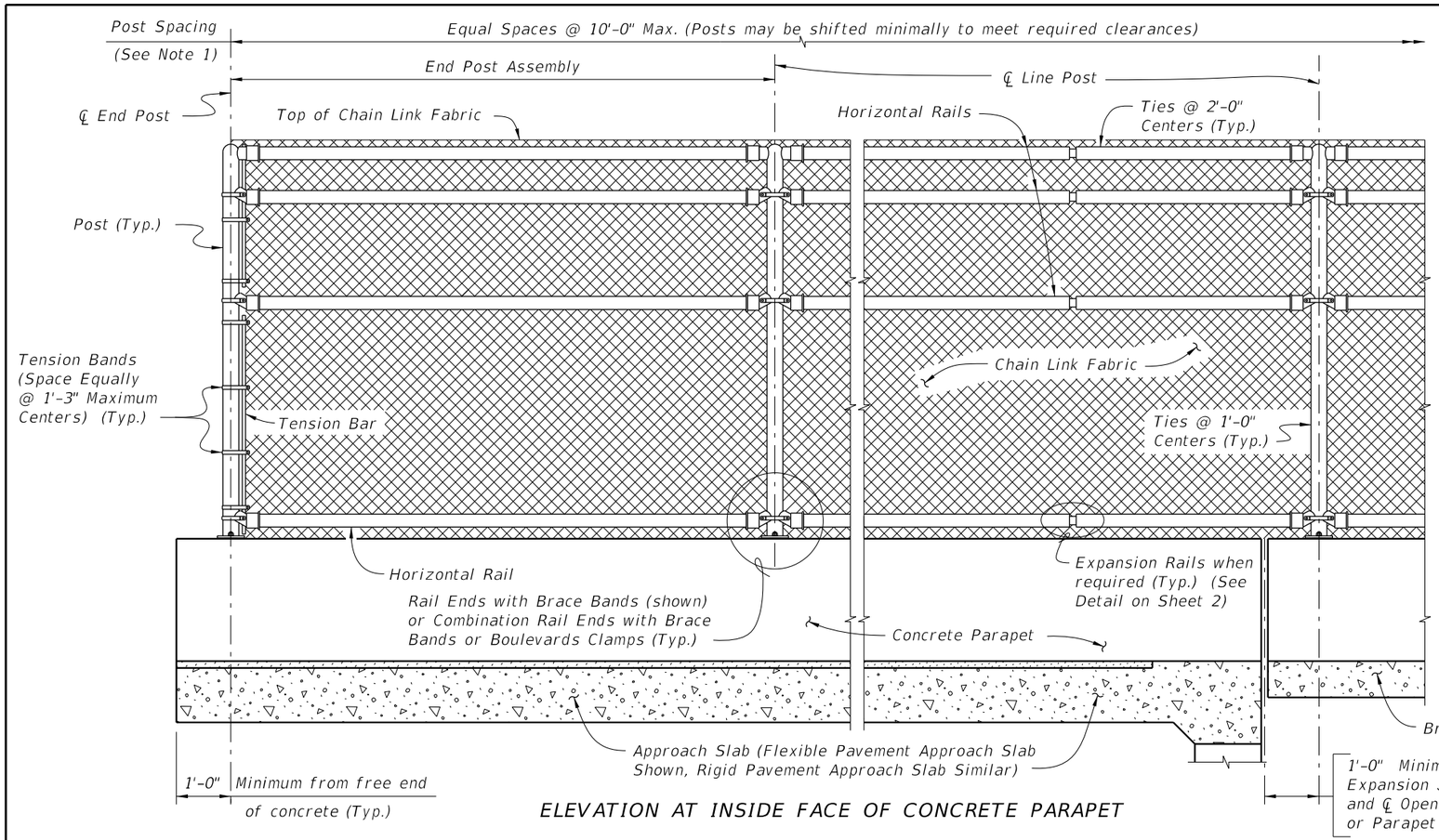
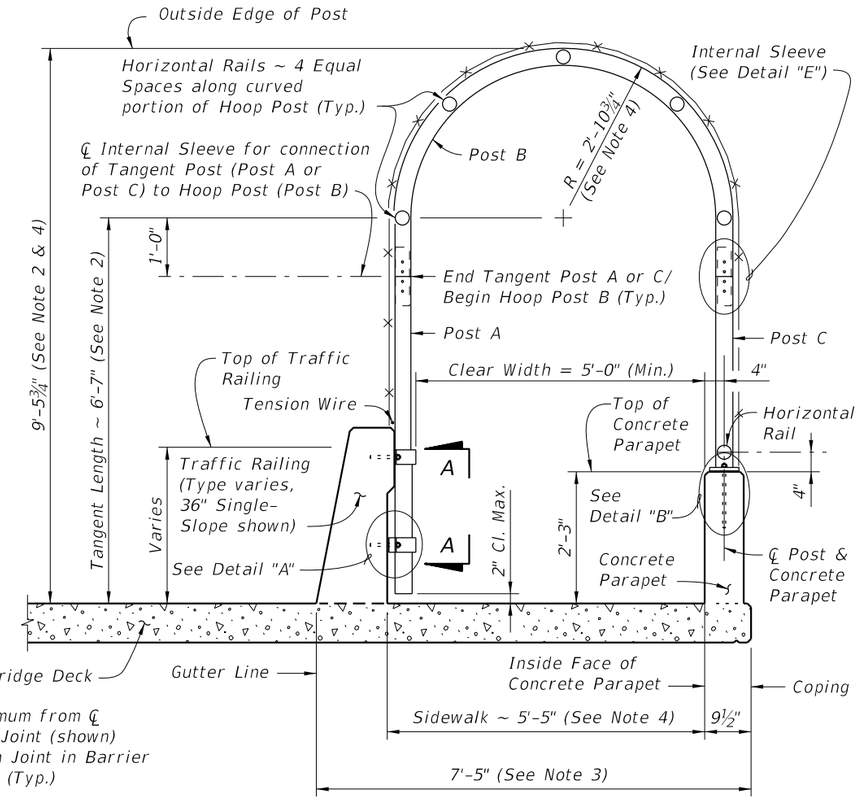
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/17			FDOT FY 2020-21 STANDARD PLANS	BRIDGE FENCING (CURVED TOP)	550-011	3 of 3



ELEVATION AT INSIDE FACE OF CONCRETE PARAPET



TYPICAL SECTION

1'-0" Minimum from ℄ Expansion Joint (shown) and ℄ Open Joint in Barrier or Parapet (Typ.)

NOTES:
1. A Pull Post Assembly is required at maximum intervals of 500'-0". See Sheet 3.
2. Dimension is measured along Inside Face of Concrete Parapet.
3. Dimension shown is for 36" Single-Slope Traffic Railings as shown in Index 521-427. Adjust as required for other Traffic Railing Barriers and sidewalk widths.
4. For sidewalk clear widths greater than 5'-0", increase the radius and height of the curved portion of the Hoop Post at the rate of 6" for every one foot increase in sidewalk width.

FENCING NOTES

FENCE INSTALLATION:
Install posts plumb (within a tolerance of ± 1½"). Use shim plates as required to achieve plumb. The required quantity and thickness of shim plates will be determined in the field. Install chain link fence in accordance with ASTM F567 as applicable.

TRAFFIC RAILING DETAILS:
See Superstructure Sheets for Traffic Railing details.

CONCRETE PARAPET DETAILS:
See Index 521-820 – Pedestrian/Bicycle Railing for Concrete Parapet details. Provide fencing in lieu of aluminum bullet railing as shown on Index 521-820.

LIMITS OF FENCING:
Limits of fencing are from begin of approach slab at Begin Bridge to end of approach slab at End Bridge, unless otherwise shown in the plans.

PAYMENT:
Payment will be made under Fencing, Type R. Payment includes posts, horizontal and expansion rails, brace bands, rail ends, combination rail ends, boulevard clamps, chain link fabric, tension wire, ties, hog rings, tension bars and bands, pipe clamps, base plates, anchor rods, bolts, nuts, washers, shim plates, spacers, neoprene pads, miscellaneous fence fittings and hardware and all incidental materials and labor required to complete installation of the fence.

CROSS REFERENCE:
For Table of Fence Components and Table of Post Attachment Components see Sheet 2.
For Pull Post Assembly Detail, View A-A and Detail "A" see Sheet 3.
For Detail "B" and "E" see Sheet 4.

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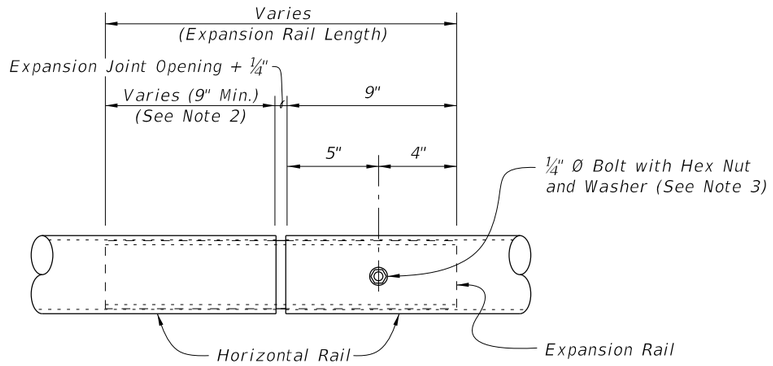
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/17			FY 2020-21 STANDARD PLANS	BRIDGE FENCING (ENCLOSED)	550-012	1 of 4

TABLE OF CHAIN LINK FENCE COMPONENTS

COMPONENT	ASTM DESIGNATION	COMPONENT INFORMATION
Posts	F1083	Galvanized Steel Pipe – 3" NPS, Schedule 40 Regular Grade
Horizontal Rails and Internal Sleeves	F1083	Galvanized Steel Pipe – 2½" NPS, Schedule 40 Regular Grade
Expansion Rails	F1083	Galvanized Steel Pipe – 2" NPS, Schedule 40 Regular Grade
Chain Link Fabric (2" mesh with knuckled bottom selvages)	A392	Zinc Coated Steel – 9 gage (coated wire diameter), Class 2 Coating
	A491	Aluminum Coated Steel – 9 gage (coated wire diameter)
	F668	Polyvinyl Chloride (PVC) Coated Steel – 9 gage Class 2b Zinc Coated Wire
Tension Wire	A824 & A817	Type II (Zinc Coated Steel Wire) – 7 gage, Class 4 Coating
		Type I (Aluminum Coated Steel Wire) – 7 gage
Tie Wires	F626	Zinc Coated Steel Wire – 9 gage
Hog Rings	F626	Zinc Coated Steel Wire – 12 gage
Brace Bands	F626	12 gage (Min. thickness) x ¾" (Min. width) Steel Bands (Beveled or Heavy)
Tension Bars	F626	3/16" (Min. thickness) x ¾" (Min. width) x Variable Height Steel Bars ~ Height = Tangent or Hoop Length – Barrier or Parapet Height – 2" max.
Tension Bands	F626	14 gage (Min. thickness) x ¾" (Min. width) Steel Bands
Miscellaneous Fence Components	F626	Zinc Coated Steel ~ (includes horizontal rail ends, combination rail ends, boulevard clamps and all other miscellaneous fittings and hardware)
Bolts	A307	⅜" Ø x 4¼" Hex Head Bolts for Internal Sleeve connections ¼" Ø x 4¼" Hex Head Bolts for Expansion Rail connections
Nuts	A563	Hex Nuts for Internal Sleeve and Expansion Rail connections
Washers	F436	Flat Washers for Internal Sleeve and Expansion Rail connections



EXPANSION RAIL DETAIL

NOTES:

1. Expansion Rails are required at expansion joint locations where the total movement exceeds 1". Install expansion rails midway between the fence posts spanning the expansion joint.
2. An Expansion Assembly is required where the total joint movement exceeds 6". Expansion Assembly includes Expansion Rails and two pull posts (see Sheet 3). When the Expansion Joint Opening is greater than 9" add an additional length to the free end of the Expansion Rail equal to the difference between the Expansion Joint Opening and 9".
3. Install nut for the expansion rail finger-tight. The nut will fully engage bolts with a minimum of one bolt thread extending beyond the nuts. Distort the first thread on the outside of the nut to prevent loosening.

TABLE OF POST ATTACHMENT COMPONENTS

COMPONENT		ASTM DESIGNATION	COMPONENT INFORMATION
Pipe Clamps		A36 or A709 Grade 36	¼" Steel PL
Base Plates		A36 or A709 Grade 36	¾" Steel PL
Shim Plates		A36 or A709 Grade 36 or B209 Alloy 6061-T6 or B221 Alloy 6063-T5	Plate thicknesses as required; Holes in shim plates will be ¾" Ø
Spacers		–	Plate thickness varies based on Traffic Railing type. (See Detail "A")
Pipe Clamp Connection	Adhesive Anchor Rods	F1554 Grade 36	Fully threaded Headless Anchor Rods ~ ⅝" Ø x 6" (no spacer) or ⅝" Ø x (6" + spacer thickness)
	C-I-P Anchor Rods	F1554 Grade 36	Hex Head Anchor Rods ~ ⅝" Ø x 6" (no spacer) or ⅝" Ø x (6" + spacer thickness)
Base Plate Connection	Adhesive Anchor Rods	F1554 Grade 36	Fully threaded Headless Anchor Rods ~ ⅞" Ø x 14½"
	C-I-P Anchor Rods	F1554 Grade 36	Hex Head Anchor Rods ~ ⅞" Ø x 14½"
Bolts		A307	⅜" Ø x 4¾" Hex Head Bolts for Pipe Clamp Connections to Posts
Nuts		A563	Hex Nuts for Pipe Clamp and Base Plate Connections
Washers		F436	Flat Washers for Pipe Clamp and Base Plate Connections
Bearing Pads (Plain)		–	In accordance with Specification Section 932 for Ancillary Structures

POST ATTACHMENT NOTES

ANCHOR RODS, NUTS AND WASHERS:
After the nuts have been tightened, distort the Anchor Rod threads to prevent removal of the nuts. Coat distorted threads and exposed trimmed ends of anchors with a galvanizing compound in accordance with Specification Section 562.

COATINGS:
Hot-dip galvanize all Nuts, Washers, Bolts, C-I-P Anchor Rods, Adhesive Anchors and Fence Framework (Posts, Internal Sleeves, Shim Plates, Base Plates, Pipe Clamps and Spacers) in accordance with Specification Section 962. Hot-dip galvanize Fence Framework after fabrication.

ADHESIVE-BONDED ANCHORS AND DOWELS:
Adhesive Bonding Material Systems for Anchors and Dowels will comply with Specification Section 937 and be installed in accordance with Specification Section 416. Cutting of reinforcing steel is permitted for drilled hole installation.

WELDING:
All welding will be in accordance with the American Welding Society Structural Welding Code (Steel) ANSI/AWS D1.1 (current edition). Weld metal will be E60XX or E70XX. Nondestructive testing of welds is not required.

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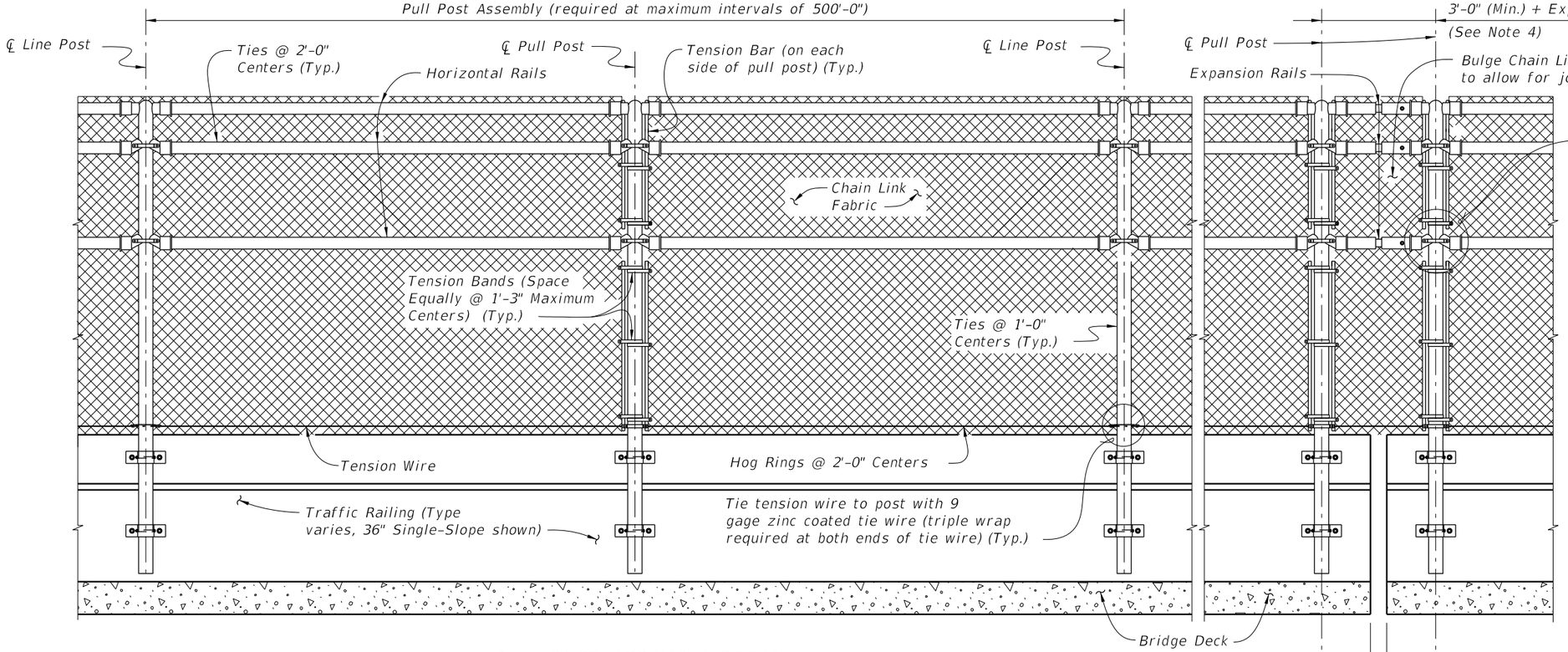


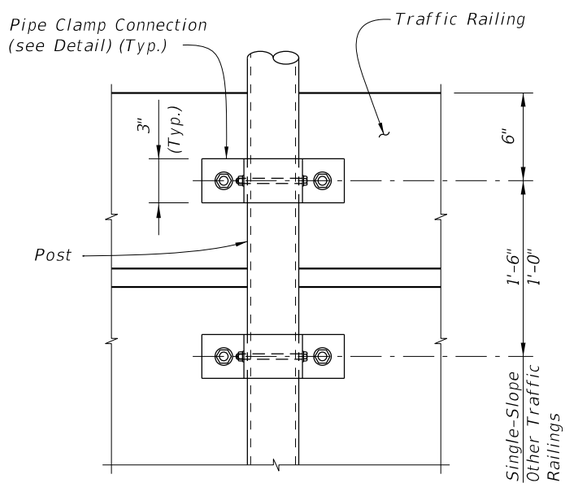
PULL POST ASSEMBLY DETAIL
(Traffic Railing Barrier Shown, Concrete Parapet Similar)

EXPANSION ASSEMBLY DETAIL
(Required only at expansion joint locations where total movement exceeds 6")

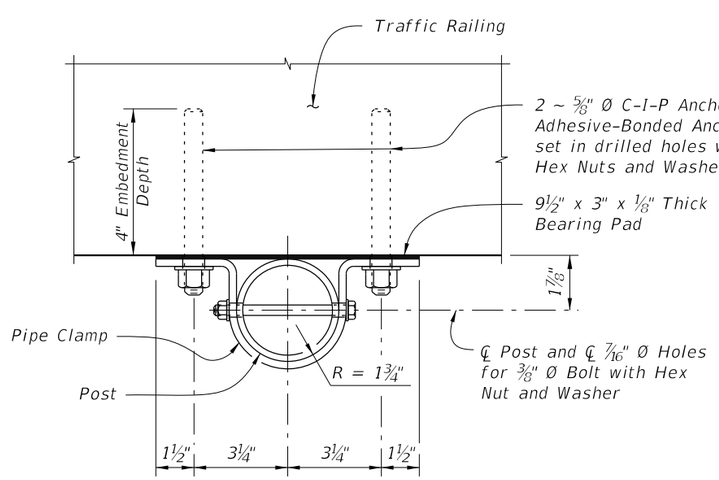
Rail Ends with Brace Bands (shown) or Combination Rail Ends with Brace Bands or Boulevards Clamps (Typ.)

NOTES:

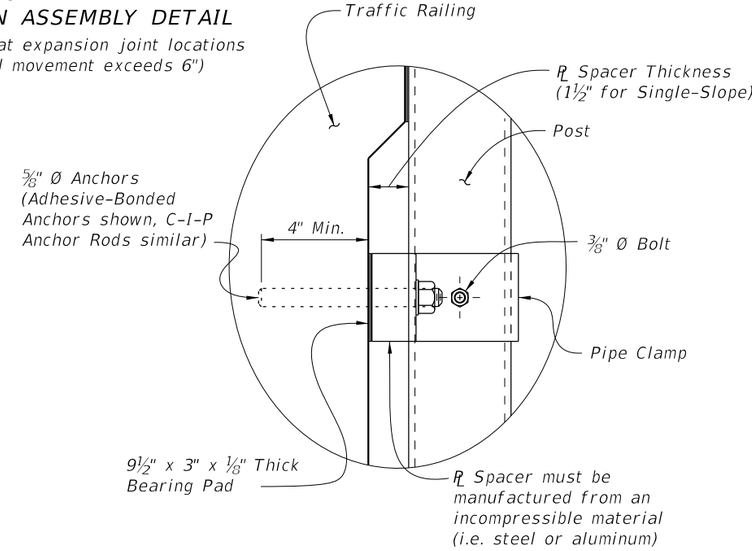
1. *For treatment at the bridge ends, see Sheet 1.*
2. *Expansion Rails are required at expansion joint locations where the total movement exceeds 1". See Sheet 2 for Expansion Rail Detail and notes.*
3. *An Expansion Assembly is required where the total joint movement exceeds 6". Expansion Assembly includes Expansion Rails and two pull posts (as shown). When the Expansion Joint Opening is greater than 9" add an additional length to the free end of the Expansion Rail equal to the difference between the Expansion Joint Opening and 9".*
4. *Install the post on the fixed (bolted) side of the Expansion Rail 1'-6" from the edge of the expansion joint. Install the post on the slip (unbolted) side of the Expansion Rail 1'-6" from the edge of the expansion joint unless the Expansion Joint Opening is greater than 9". When the Expansion Joint Opening exceeds 9" increase the 1'-6" dimension by the difference between the Expansion Joint Opening and 9".*



VIEW A-A



PIPE CLAMP CONNECTION DETAIL
(Connection without spacer shown, Connection with spacer similar)



DETAIL "A"

CROSS REFERENCE:
For location of View A-A and Detail "A" see Sheet 1.

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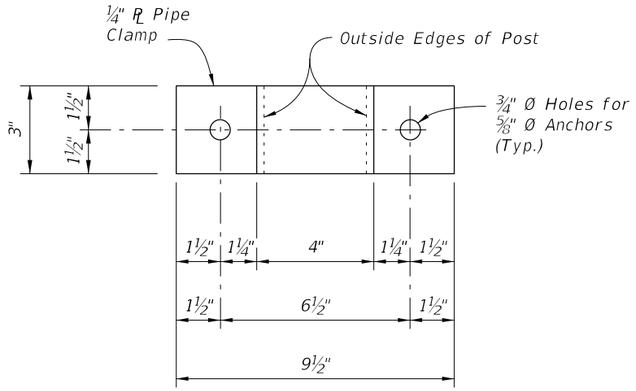
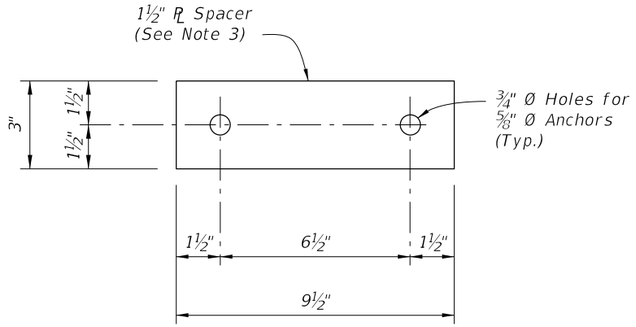
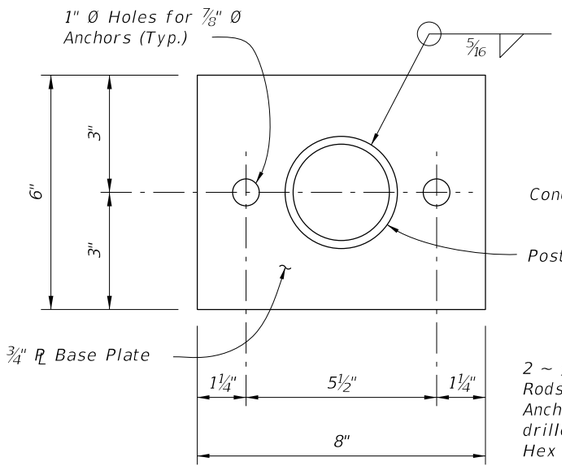


PIPE CLAMP DETAIL

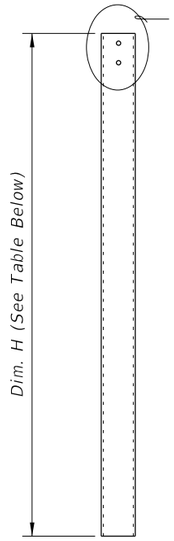


SPACER DETAIL

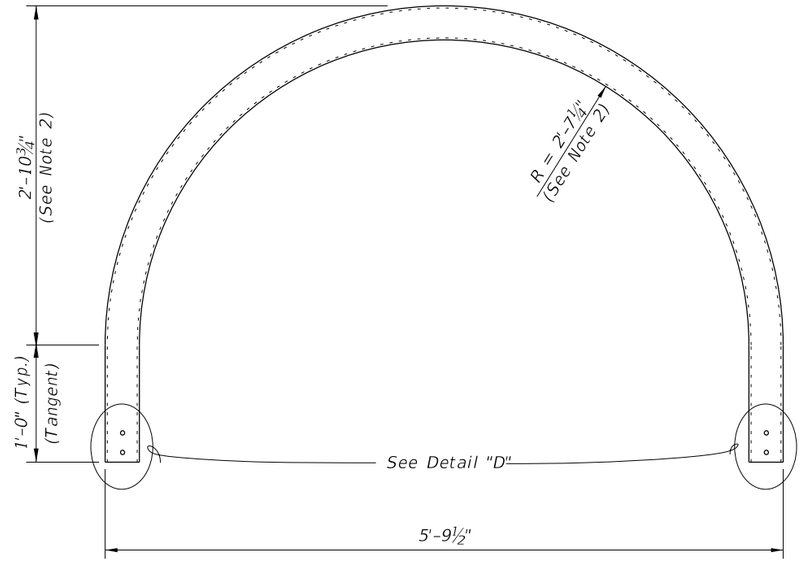
(Must be manufactured from an incompressible material (i.e. steel or aluminum))



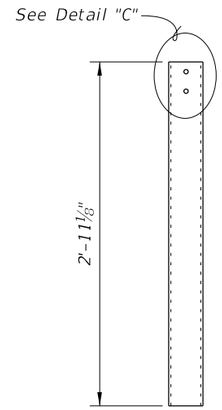
BASE PLATE DETAIL



POST A DETAIL



POST B DETAIL

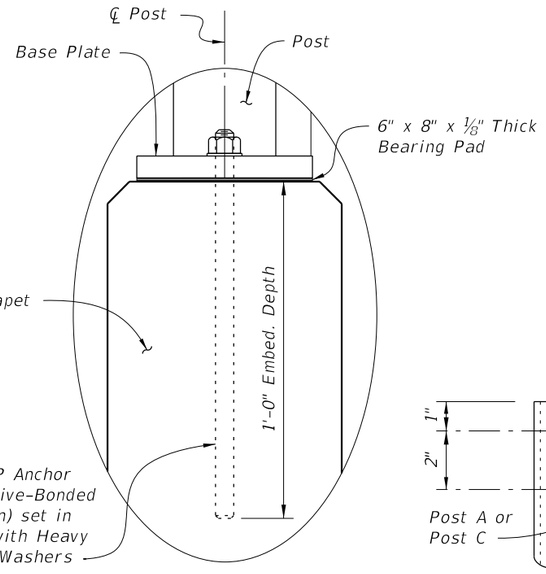


POST C DETAIL

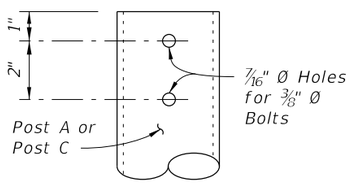
SIDEWALK CROSS-SLOPE	DIM. H (See Note 1)
2% Left	5'-6¼"
2% Right	5'-3¾"

NOTES:

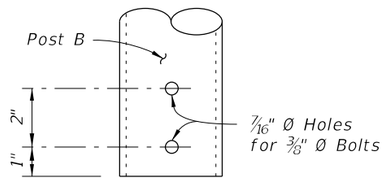
1. Values shown for Dim. H are for a 5'-0" clear sidewalk width. Adjust as required for clear sidewalk widths greater than 5'-0".
2. For clear sidewalk widths greater than 5'-0" increase radius and height by 6" for every one foot increase in sidewalk width.
3. Spacer plate thickness shown is for Single-Slope Traffic Railings. Adjust thickness as required for other Traffic Railings.



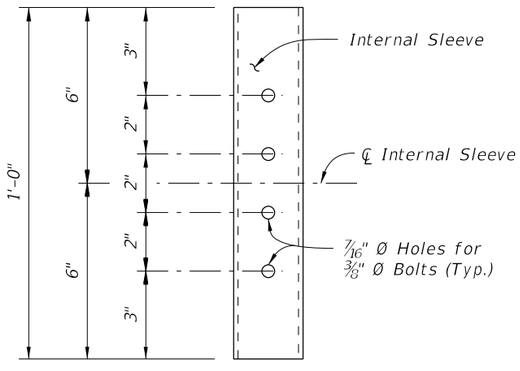
DETAIL "B"



DETAIL "C"



DETAIL "D"



DETAIL "E"
(INTERNAL SLEEVE DETAIL)

CROSS REFERENCE:
For location of Details "B" and "E" see Sheet 1.

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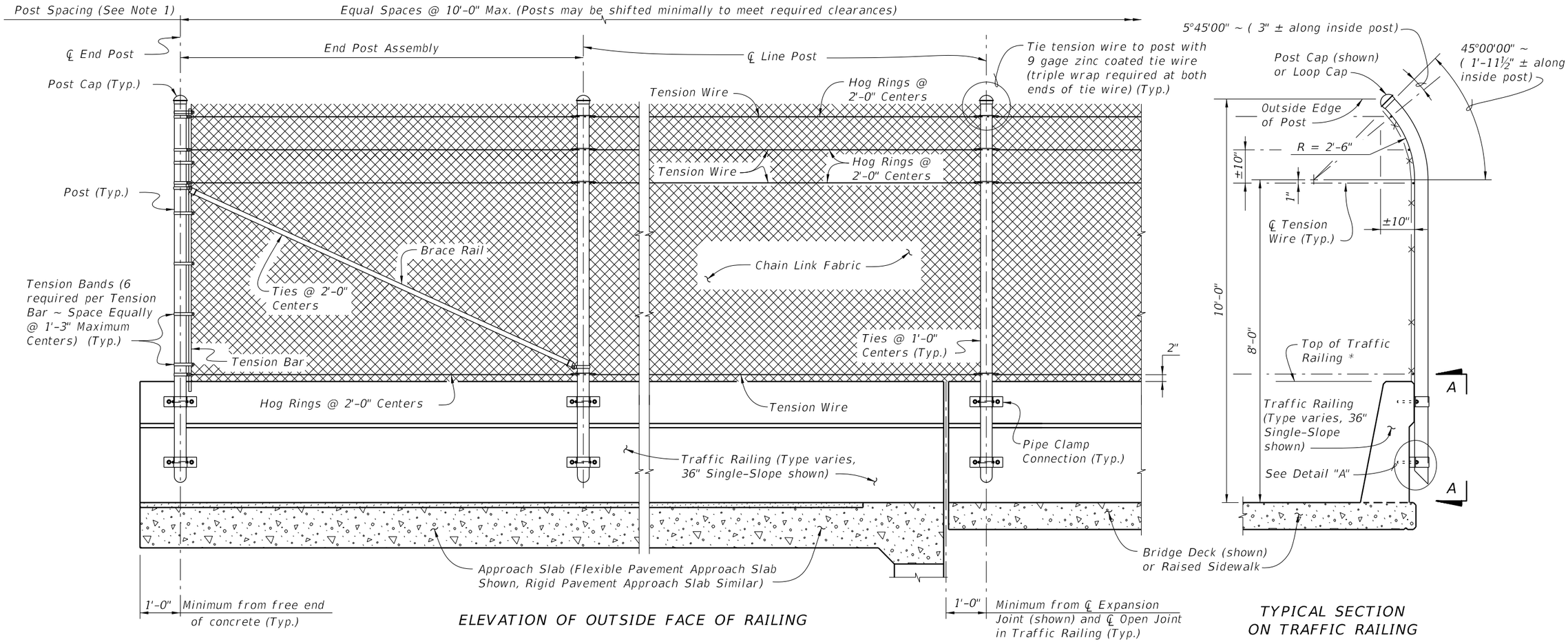

ELEVATION OF OUTSIDE FACE OF RAILING

TYPICAL SECTION ON TRAFFIC RAILING

NOTES:
1. A Pull Post Assembly is required at maximum intervals of 500'-0". See Sheet 3.

* Do not anchor Fencing to the top of Traffic Railings.

FENCING NOTES

FENCE INSTALLATION:
Install posts plumb (within a tolerance of ± 1½"). Use shim plates as required to achieve plumb. The required quantity and thickness of shim plates will be determined in the field. Install chain link fence in accordance with ASTM F567 as applicable.

TRAFFIC RAILING DETAILS:
See Superstructure Sheets for Traffic Railing details.

LIMITS OF FENCING:
Limits of fencing are from begin of approach slab at Begin Bridge to end of approach slab at End Bridge, unless otherwise shown in the plans.

PAYMENT:
Payment will be made under Fencing, Type R. Payment includes all materials and labor required to complete installation of the fence.

CROSS REFERENCE:
For Table of Fence Components, Table of Post Attachment Components, View A-A and Detail "A" see Sheet 2.
For Pull Post Assembly Detail for Traffic Railing see Sheet 3.

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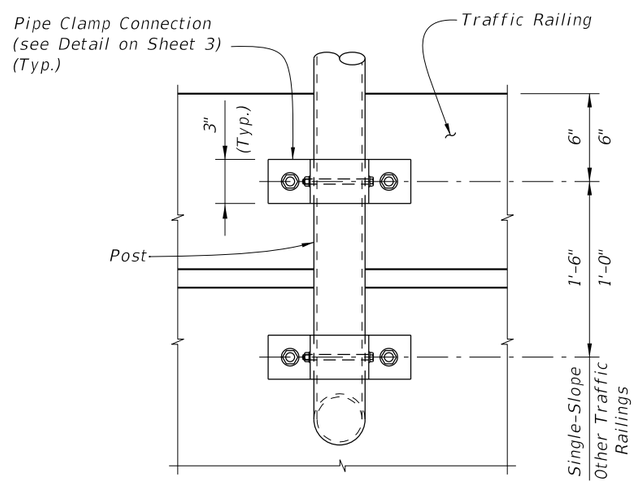
TABLE OF CHAIN LINK FENCE COMPONENTS

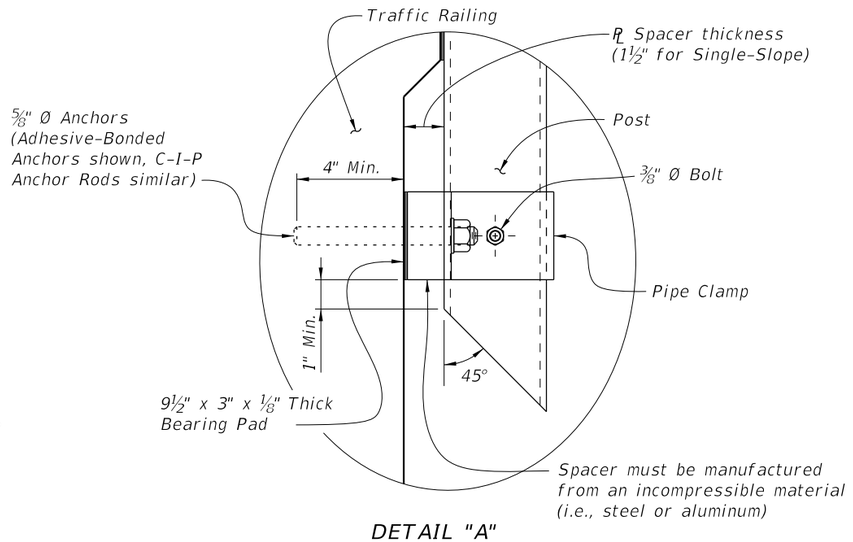
COMPONENT	ASTM DESIGNATION	COMPONENT INFORMATION
Posts	F1083	Galvanized Steel Pipe – 3" NPS, Schedule 40 Regular Grade
Chain Link Fabric (2" mesh with twisted top and knuckled bottom selvage)	A392	Zinc Coated Steel – 9 gage (coated wire diameter), Class 2 Coating
	A491	Aluminum Coated Steel – 9 gage (coated wire diameter)
	F668	Polyvinyl Chloride (PVC) Coated Steel – 9 gage Class 2b
Tie Wires	F626	Zinc Coated Steel Wire – 9 gage
Brace Bands	F626	12 Gage (Min. thickness) x ¾" (Min. width) Steel Bands (Beveled or Heavy)
Tension Bars	F626	3/16" (Min. thickness) x ¾" (Min. width) x 6'–10" (Min. height) Steel Bars
Tension Bands	F626	14 Gage (Min. thickness) x ¾" (Min. width) Steel Bands
Miscellaneous Fence Components	F626	Zinc Coated Steel ~ (includes post or loop caps, horizontal and brace rail ends, combination rail ends, boulevard clamps and all other miscellaneous fittings & hardware)
Tension Wire	A824 & A817	Type II (Zinc Coated Steel Wire) – 7 gage, Class 4 Coating
		Type I (Aluminum Coated Steel Wire) – 7 gage
Hog Rings	F626	Zinc Coated Steel Wire – 12 gage
Brace Rails	F1083	Galvanized Steel Pipe – 1¼" NPS, Schedule 40 Regular Grade

TABLE OF POST ATTACHMENT COMPONENTS

COMPONENT		ASTM DESIGNATION	COMPONENT INFORMATION
Pipe Clamps		A36 or A709 Grade 36	¼" Steel PL
Base Plates		A36 or A709 Grade 36	¾" Steel PL
Shim Plates		A36 or A709 Grade 36 or B209 Alloy 6061–T6 or B221 Alloy 6063–T5	Plate thicknesses as required; Holes in shim plates will be ¾" Ø
Spacers		–	Plate thickness varies based on traffic railing type (See Detail "A")
Pipe Clamp Connection	Adhesive Anchor Rods	F1554 Grade 36	Fully threaded Headless Anchor Rods ~ 5/8" Ø x 6" (no spacer) or 5/8" Ø x (6" + spacer thickness)
	C–I–P Anchor Rods	F1554 Grade 36	Hex Head Anchor Rods ~ 5/8" Ø x 6" (no spacer) or 5/8" Ø x (6" + spacer thickness)
Bolts		A307	3/8" Ø x 4¾" Hex Head Bolts for Pipe Clamp Connections to Posts
Nuts		A563	Hex Nuts for Pipe Clamp Connections
Washers		F436	Flat Washers for Pipe Clamp Connections
Bearing Pads (Plain Neoprene)		–	In accordance with Specification Section 932 for Ancillary Structures



VIEW A-A



DETAIL "A"

POST ATTACHMENT NOTES

ANCHOR RODS, NUTS AND WASHERS:
After the nuts have been tightened, distort the Anchor Rod threads to prevent removal of the nuts. Coat distorted threads and exposed trimmed ends of anchors with a galvanizing compound in accordance with Specification Section 562.

COATINGS:
Hot–dip galvanize all Nuts, Washers, Bolts, C–I–P Anchor Rods, Adhesive Anchors and Fence Framework (Posts, Internal Sleeves, Shim Plates, Base Plates, Pipe Clamps and Spacers) in accordance with Specification Section 962. Hot–dip galvanize Fence Framework after fabrication.

ADHESIVE–BONDED ANCHORS AND DOWELS:
Adhesive Bonding Material Systems for Anchors and Dowels will comply with Specification Section 937 and be installed in accordance with Specification Section 416. Cutting of reinforcing steel is permitted for drilled hole installation.

WELDING:
All welding will be in accordance with the American Welding Society Structural Welding Code (Steel) ANSI/AWS D1.1 (current edition). Weld metal will be E60XX or E70XX. Nondestructive testing of welds is not required.

CROSS REFERENCE:
For location of View A–A and Detail "A" see Sheet 1.

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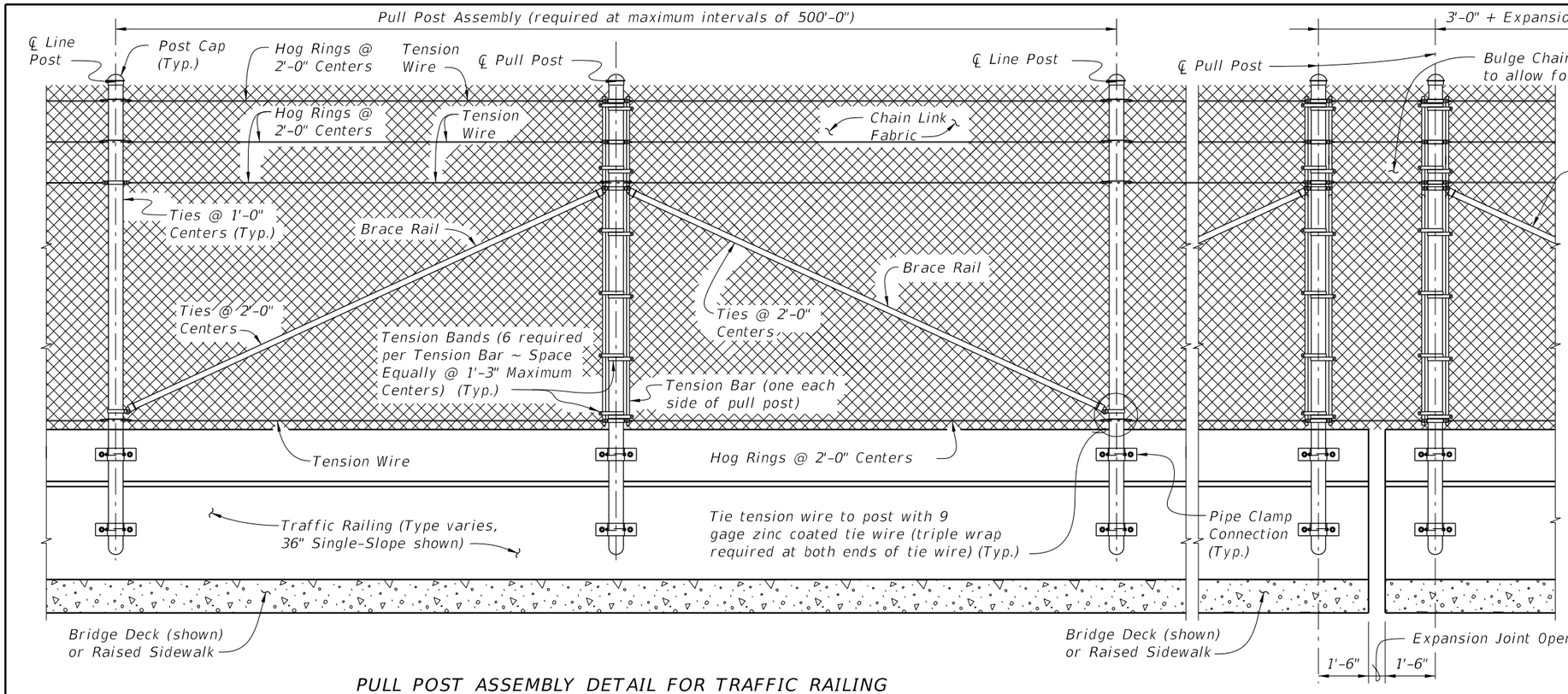


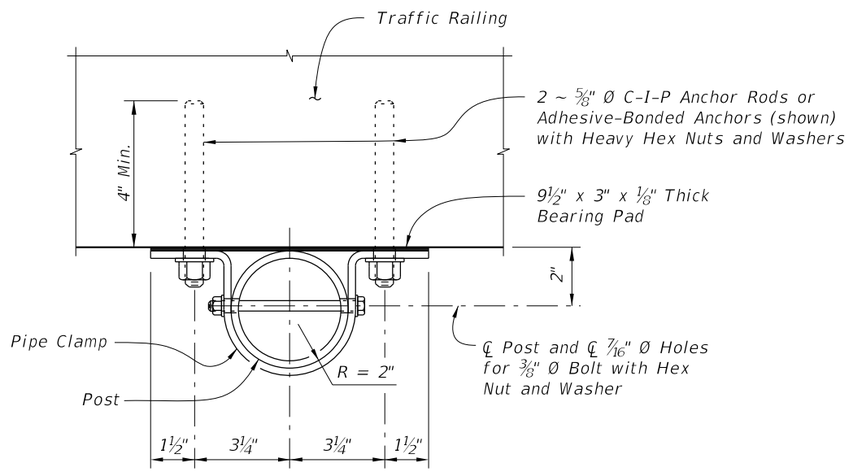
PULL POST ASSEMBLY DETAIL FOR TRAFFIC RAILING

EXPANSION ASSEMBLY DETAIL

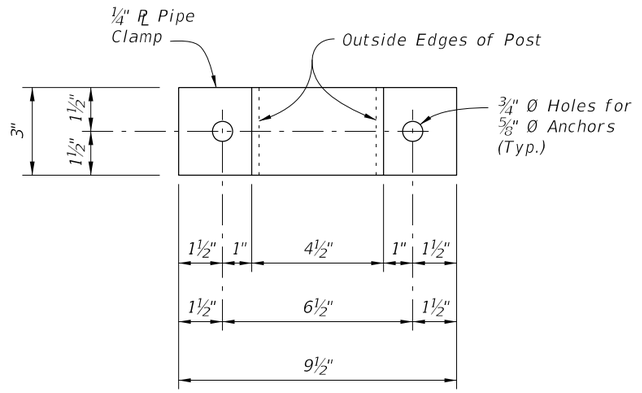
(Required only at expansion joint locations where total movement exceeds 6")

NOTES:

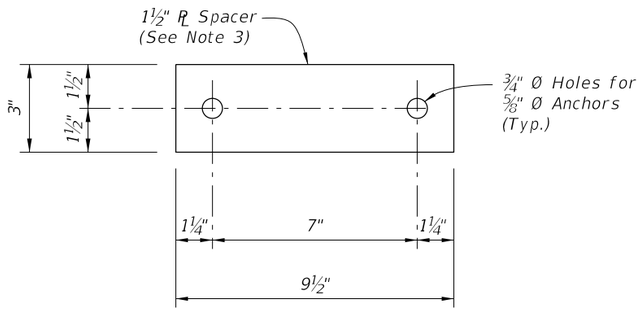
1. For treatment at bridge ends, see Sheet 1.
2. Expansion Joint Opening is the width at the time of fence installation.
3. Spacer thickness shown is for Single-Slope Traffic Railings. Adjust thickness as required for other Traffic Railings.



PIPE CLAMP CONNECTION DETAIL
(Connection without spacer shown, Connection with spacer similar)



PIPE CLAMP DETAIL



SPACER DETAIL

(Must be manufactured from an incompressible material (i.e., steel or aluminum))

11/18/2019 4:10:55 PM

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CONDUIT GENERAL NOTES:

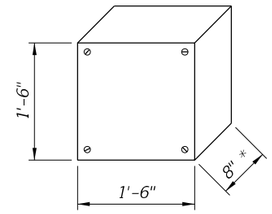
1. Furnish and install approved Conduits, Fittings and Embedded Junction Boxes (EBJ's) in accordance with Specification Sections 630 and 635, this Standard, the National Electric Code (NEC) and as directed by the Engineer.

2. Furnish and install Embedded Junction Boxes (EJB) with weatherproof covers sized in accordance with NEC requirements and the maximum size limits shown. Install EJB adjacent to the Begin and End of Bridges, Begin and End of Retaining Walls, (except omit EJB adjacent to the Bridge unless a precast Traffic Railing with junction slab is used), and at other locations as necessary to maintain 300 foot maximum spacing. See Plans for additional locations and details.

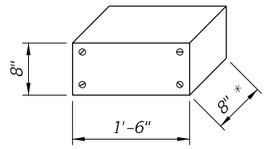
3. For Conduit not designated for future use, see Plans for details. For Conduit designated for future use, stub out and cap the Conduit. Drive a 3'-0"± long ¾" (min.) diameter Steel Pipe flush with the ground line adjacent to the end of the Conduit as shown on Sheets 2, 3 or 4. Provide the location of the stub out with Steel Pipe to the Engineer for inclusion on the As-Built Plans.

4. Shift vertical Railing reinforcement symmetrically to provide 2" clearance to EJB. Space shifted vertical reinforcement at minimum 3" centers. Cut horizontal Railing reinforcement to provide 2" clearance to EJB and provide supplemental reinforcement as shown. To facilitate placement of Conduit, Expansion Fittings, and Expansion/Deflection Fittings, shift reinforcing a maximum of 1" but do not cut railing reinforcing to facilitate Conduit or Fittings. Do not bundle Conduits, or Conduit and horizontal reinforcement.

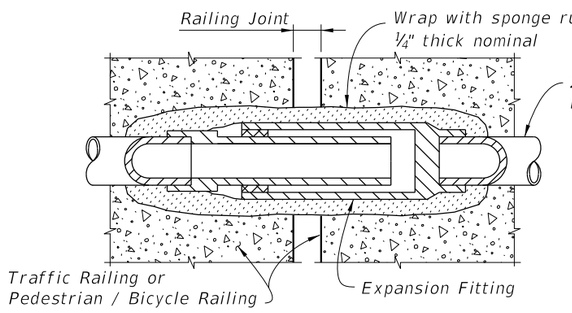
* Reduce to 6" maximum when installed in Pedestrian/ Bicycle Railings.



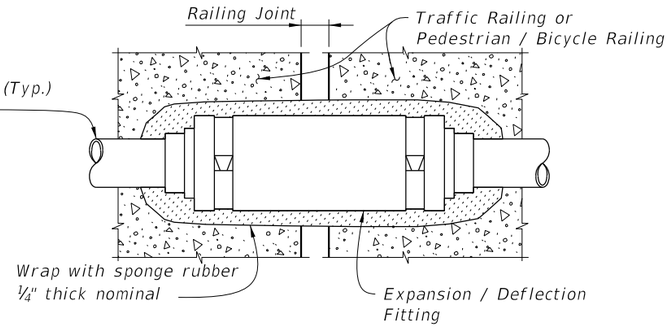
EJB "A"
Double or Triple Conduit
(Maximum Dimensions)



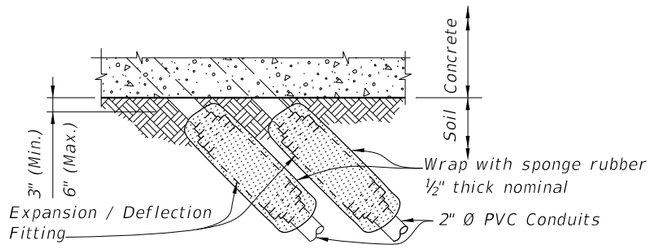
EJB "B"
Single Conduit
(Maximum Dimensions)



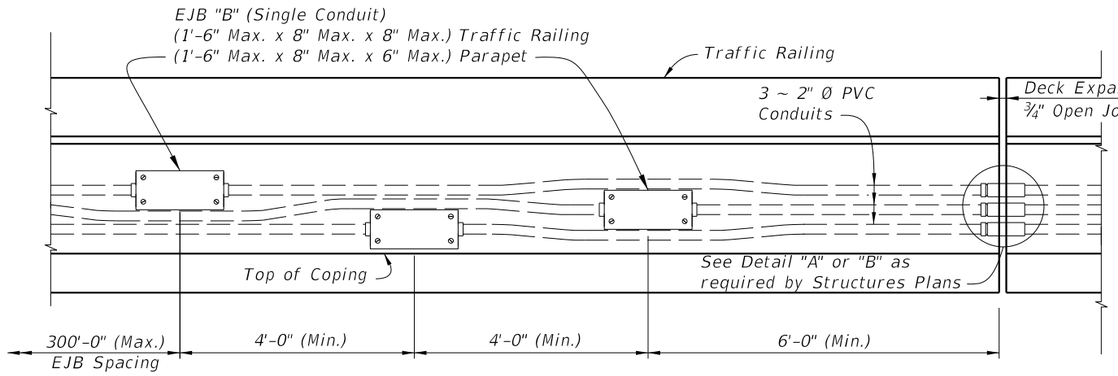
DETAIL "A"
EXPANSION FITTING DETAIL



DETAIL "B" EXPANSION / DEFLECTION
FITTING DETAIL (CONCRETE / CONCRETE)

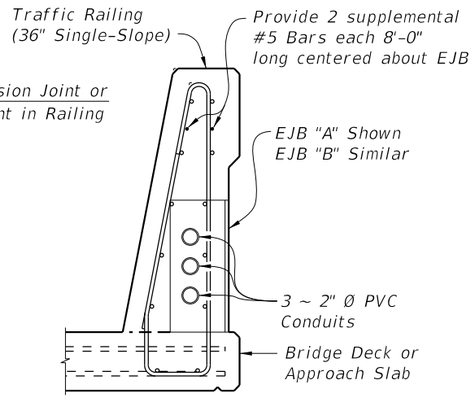


DETAIL "C" EXPANSION / DEFLECTION
FITTING DETAIL (CONCRETE / SOIL)

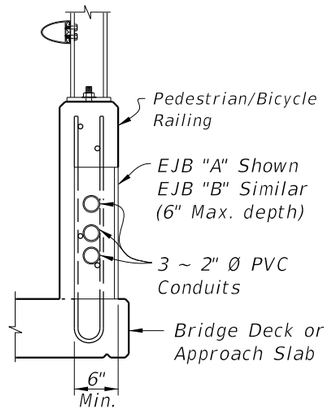


EJB "B" DETAIL

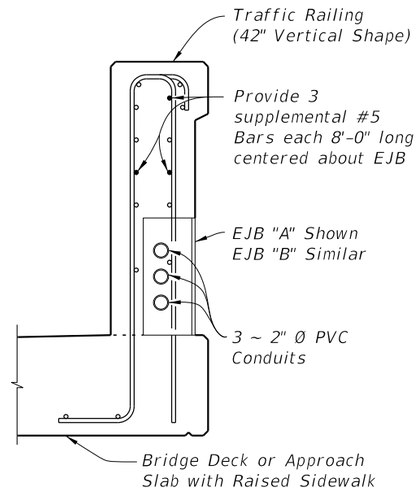
* 36" Single-Slope Traffic Railing shown, other Traffic Railings and Pedestrian/Bicycle Railings similar.
** EJB "A" shown, EJB "B" similar. See EJB "B" Detail.



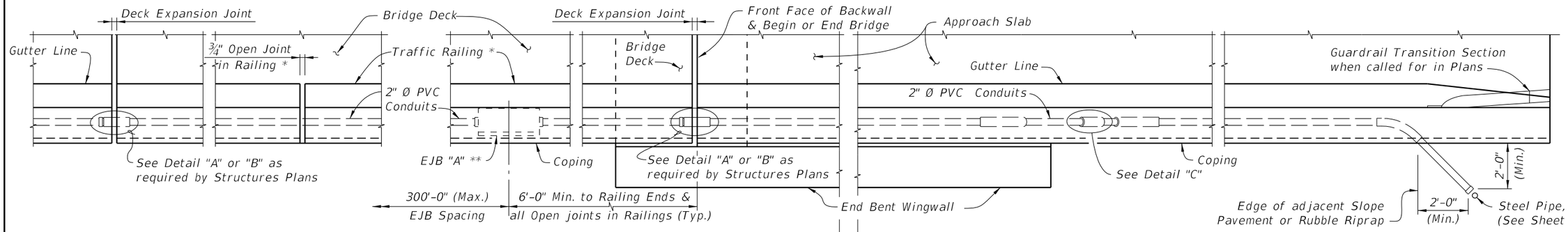
SECTION THRU
TRAFFIC RAILING AT EJB
(36" SINGLE-SLOPE SHOWN,
42" SINGLE-SLOPE SIMILAR)



SECTION THRU PEDESTRIAN /
BICYCLE RAILING AT EJB

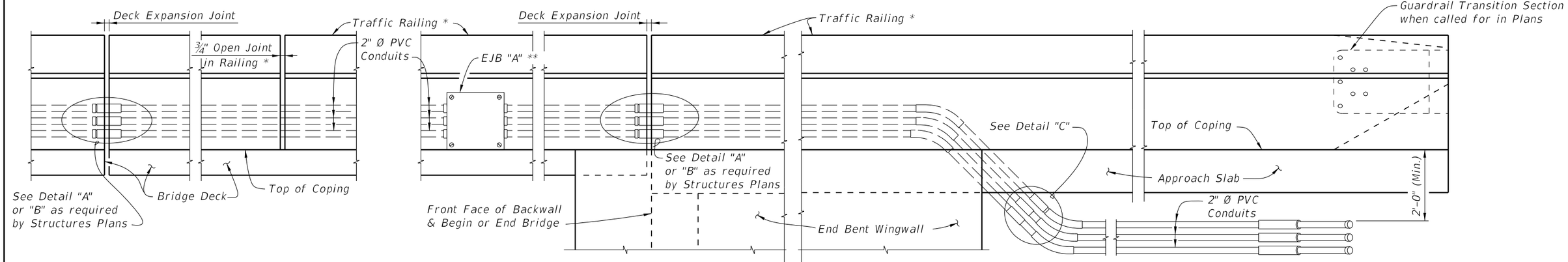


SECTION THRU
TRAFFIC RAILING AT EJB
(42" VERTICAL SHAPE SHOWN,
32" VERTICAL SHAPE SIMILAR)



PARTIAL PLAN VIEW ALONG BRIDGE

PARTIAL PLAN VIEW ALONG APPROACH SLAB WITHOUT CONTINUING TRAFFIC RAILING



PARTIAL ELEVATION VIEW ALONG BRIDGE

PARTIAL ELEVATION VIEW ALONG APPROACH SLAB WITHOUT CONTINUING TRAFFIC RAILING

BRIDGE AND APPROACH SLAB WITH EDGE RAILING

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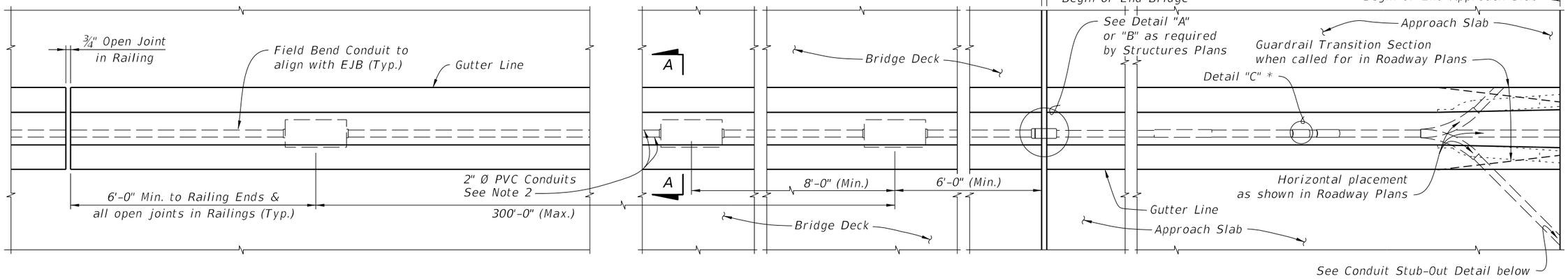
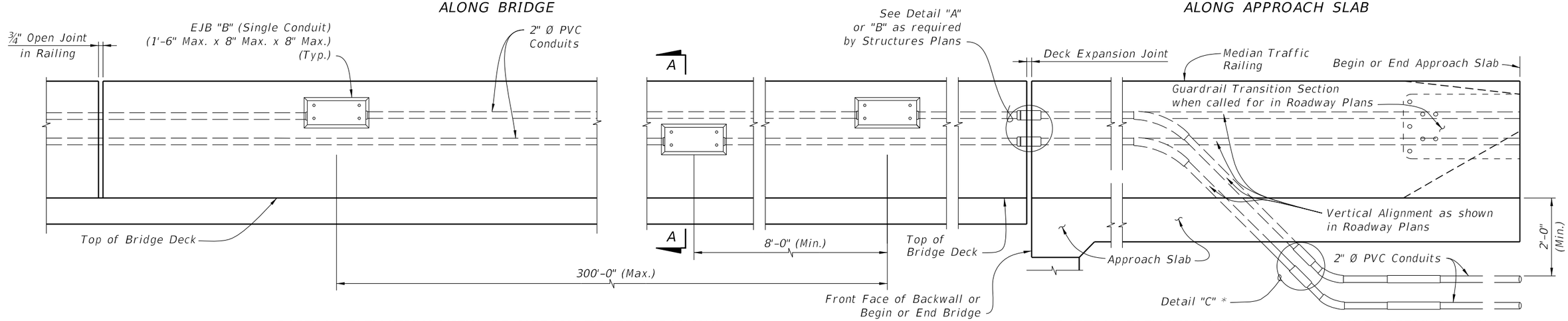


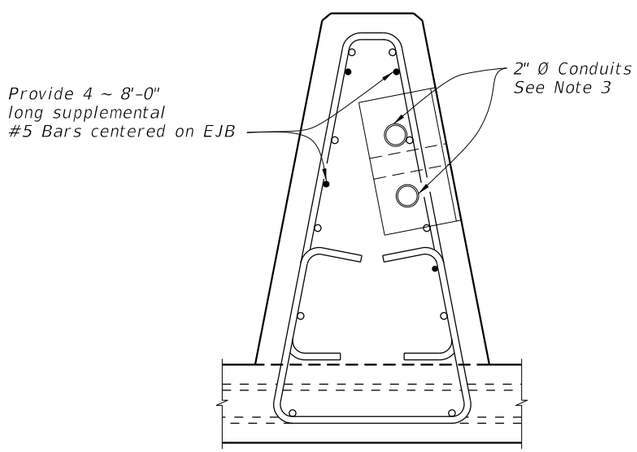
PARTIAL PLAN VIEW OF MEDIAN TRAFFIC RAILING ALONG BRIDGE

PARTIAL PLAN VIEW OF MEDIAN TRAFFIC RAILING ALONG APPROACH SLAB



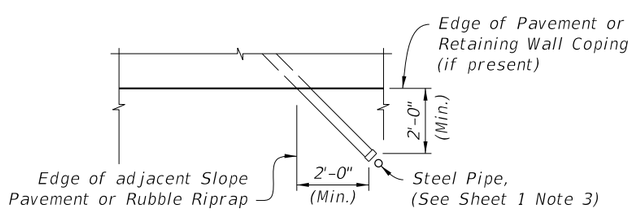
PARTIAL ELEVATION VIEW OF MEDIAN TRAFFIC RAILING ALONG BRIDGE

PARTIAL ELEVATION VIEW OF MEDIAN TRAFFIC RAILING ALONG APPROACH SLAB



SECTION A-A
Median Traffic Railing (See Note 4)

* For non-continuing Traffic Railing only.



CONDUIT STUB-OUT DETAIL

NOTES:

1. Work this sheet with Index 521-426.
2. Adjust Conduit horizontally and vertically as necessary to align with EJB "B".
3. When installed in traffic face of a railing, use EJB "B" with a minimum ⅜" thick galvanized steel cover.
4. Position EJB such that, with gasket and cover plate secured and in place, cover plate is flush with the railing face. Flush is +⅛" to -¼" measured with a horizontal straightedge.

BRIDGE AND APPROACH SLAB WITH MEDIAN TRAFFIC RAILING

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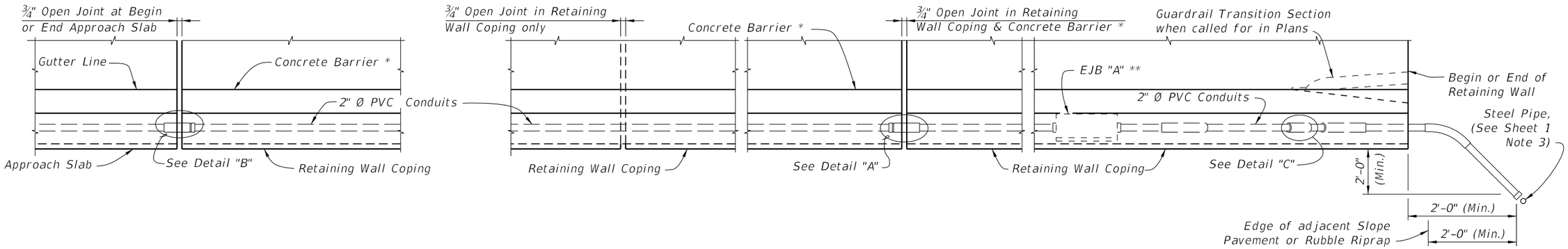
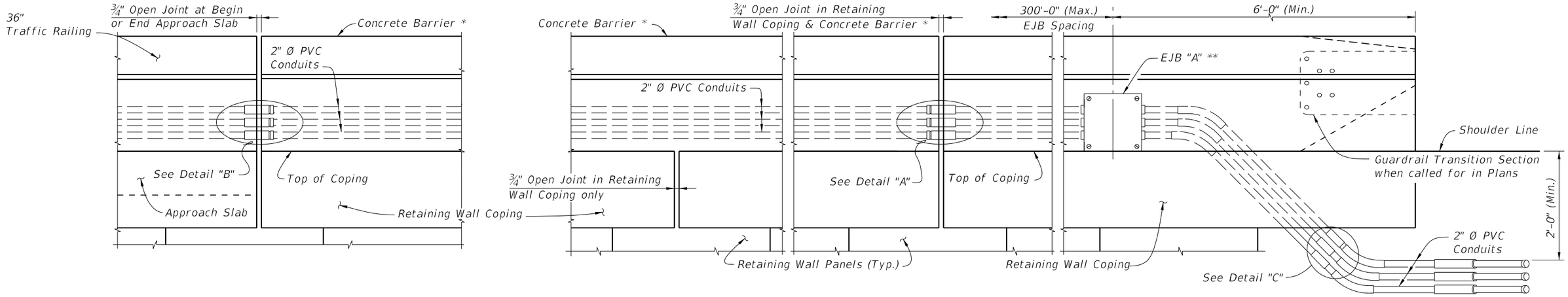
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	CONDUIT DETAILS - EMBEDDED	INDEX	SHEET
11/01/17					630-010	3 of 4



PARTIAL PLAN VIEW ALONG APPROACH SLAB WITH CONTINUING CONCRETE BARRIER

PARTIAL PLAN VIEW ALONG RETAINING WALL



PARTIAL ELEVATION VIEW ALONG APPROACH SLAB WITH CONTINUING Concrete Barrier (Retaining Wall Mounted Concrete Barrier shown, Traffic Railing similar)

PARTIAL ELEVATION VIEW ALONG RETAINING WALL

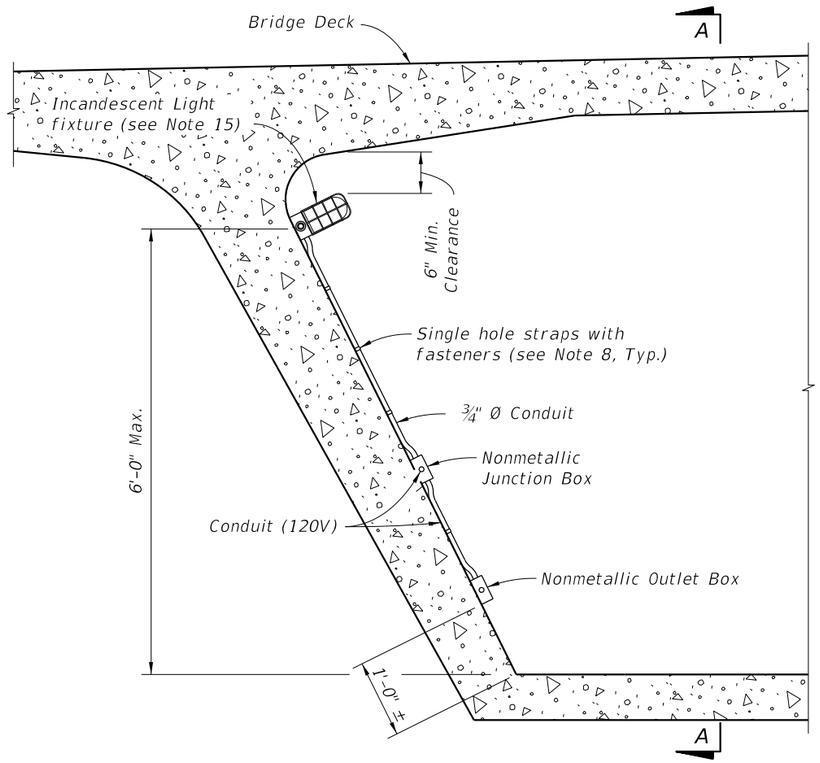
* Index 521-610 Concrete Barrier/Junction Slab shown, other railings and parapets similar.
** EJB "A" shown EJB "B" similar. See EJB "B" Detail on Sheet 2.

APPROACH SLAB AND RETAINING WALL WITH CONCRETE BARRIER

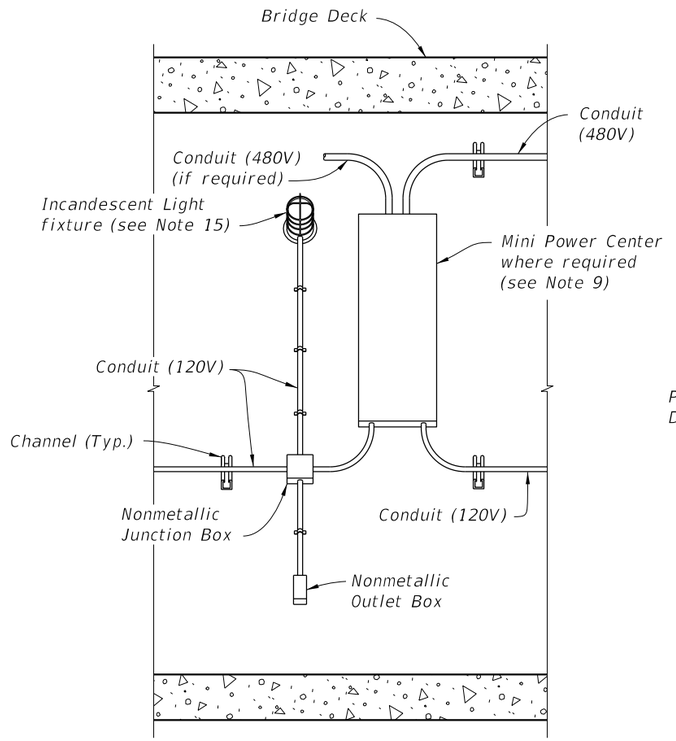
BOX GIRDER MAINTENANCE LIGHTING NOTES:

1. Submit shop drawings to the Engineer detailing the layout of the maintenance lighting system for the entire structure. The shop drawings must include, but not be limited to, the following items:
   a. Conduit layout and installation details through diaphragms, around post-tensioning (PT) ducts, lateral bracing and cross frames as necessary.
   b. Conduit access through box girder end diaphragms with minimum 1" clearance in all directions.
   c. Conduit expansion fitting details.
   d. Fastener details for the interior electrical system.
   e. Single line diagram showing mini power centers, switches, contactors, timers, etc.
   f. Mini power center details including circuit breaker details.
   g. Mini power center mounting details if required.
   h. Feeder schedule.
2. Ensure installation meets all requirements of the latest edition of the National Electrical Code (NEC) and local ordinances. Install grounding in accordance with NEC Article 250. Maintain separation between 480V and 120V Conductors / Conduits throughout.
3. Furnish all labor, equipment, materials, and incidentals required for a complete and functional installation.
4. Use only new, unused and Underwriters Laboratories (UL) listed equipment and materials for outdoor use.
5. Furnish and install polyvinyl chloride (PVC) conduit in conformance with UL Section 651, NEC Section 347 and NEMA TC-2, UV-resistant and schedule 80. Bend conduits as necessary to connect to loads.
6. Provide PVC sleeve 2" larger in diameter than conduit to accommodate construction tolerance.
7. Install a UL labeled expansion fitting for specified PVC conduit at all structure expansion joints. Provide certification that the expansion fitting meets the following minimum requirements: Compatibility with the connected conduits, waterproof, UV protected and allows longitudinal movement equal to that of the Expansion Joint.
8. Use only Alloy 316 stainless steel supporting hardware. Provide minimum $\frac{3}{16}$" Ø fasteners. For concrete or SIP form mounting, provide anchor bolts (expansion, drop-in or adhesive) suitable for dynamic loading (due to vibration caused by traffic). Install fasteners to avoid conflicts with reinforcing steel and PT ducts. For structural steel mounting, do not attach fasteners to main members, i.e. webs and flanges.
9. Furnish power distribution at 480V AC, 1 phase, with step down transformers at regular intervals. Furnish 7.5 KVA mini power center with eight 20A breakers as the step down transformer, feeding a maximum of 20 lamps and 20 receptacles. Each mini power center will provide power to no more than 1000' of bridge, preferably 500' on each side of the mini power center. 480V top feed, 120V bottom feed to maintain separation.
10. Furnish and install lighting contactors to switch the 480V AC feeding the mini power centers.
11. Furnish and install copper conductors, Type XHHW. Do not use any conductor larger than #4 AWG.
12. Provide enough slack in all interior cable terminations to allow for minor shifting of the structure.
13. Furnish and install National Electric Manufacturers Association (NEMA) Type 4X (non-metallic) surface mounted boxes sized in conformance with the NEC.
14. Furnish and install 120V duplex receptacles (GFI, NEMA Type 5-20R), in non-metallic outlet boxes at 50' maximum on centers. Provide each receptacle with a gasketed weather-protective outdoor plate. Maximum wire size to connect to receptacles is #12 AWG.
15. Furnish and install surface mounted, fully enclosed, incandescent light fixtures with gasketed clear globes and wire guards at 50' maximum on centers. Provide 100 watt, 130 volt, vibration resistant and brass base incandescent lamps.
16. Provide six hour reset timers for each circuit to turn off the lighting system automatically.

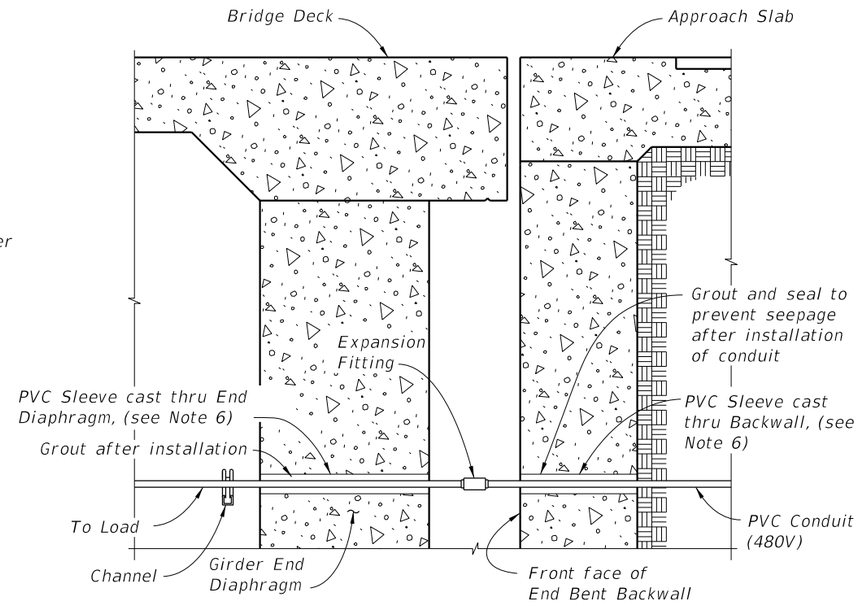
CROSS REFERENCES:
1. For Maintenance Light Details, see Sheet 2.
2. For actual bridge section, see Structures Plans.



LIGHTING DETAILS FOR CONCRETE BOX GIRDER BRIDGE

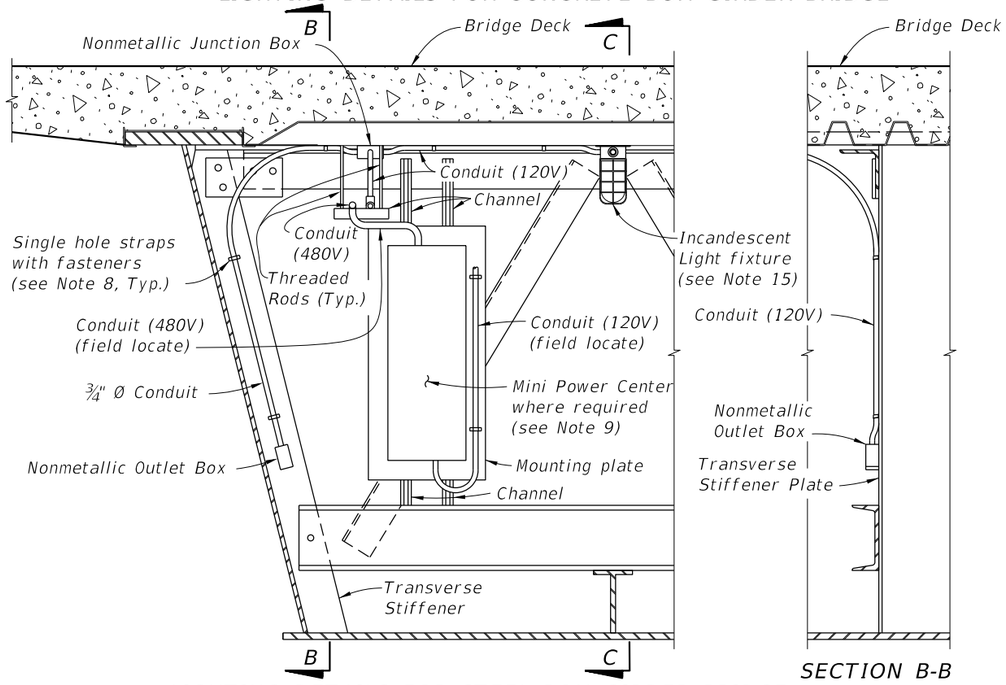


SECTION A-A



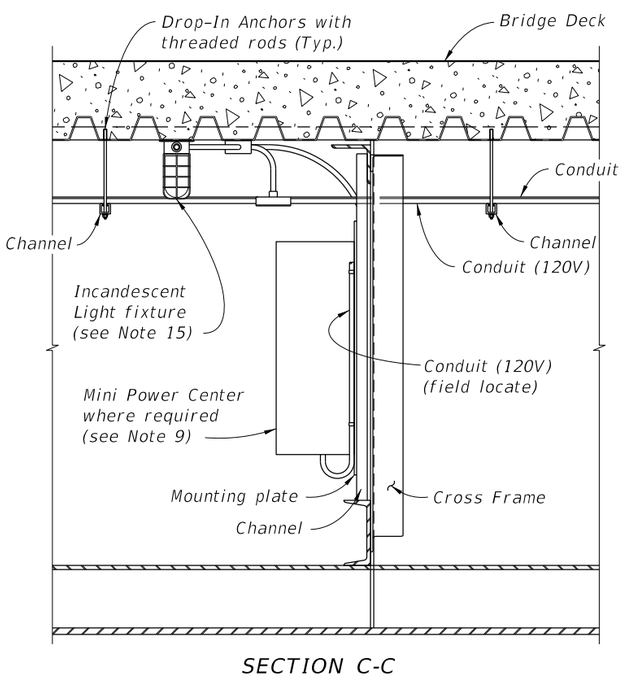
CONCRETE BOX GIRDER BRIDGE SECTION THRU END BENTS

CROSS REFERENCE:
1. For Box Girder Maintenance Lighting Notes see Sheet 1.

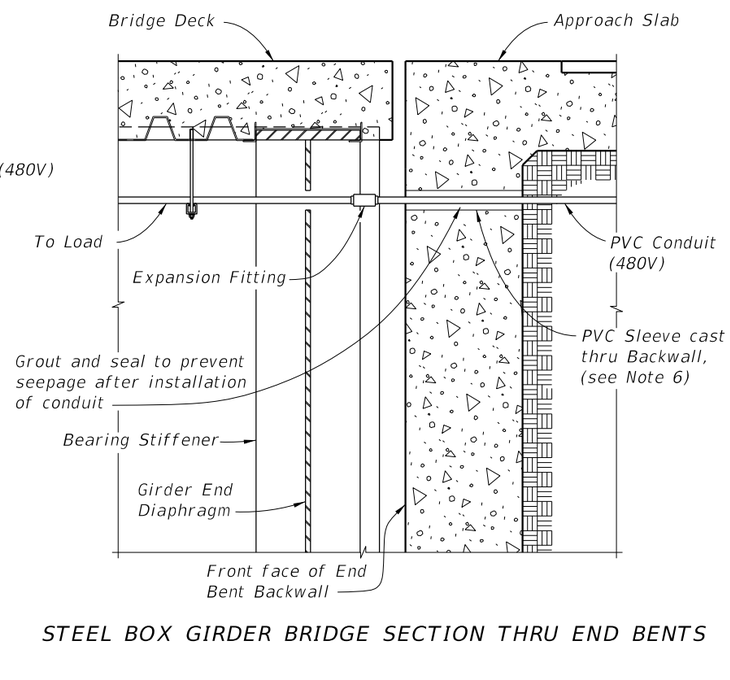


SECTION B-B

LIGHTING DETAILS FOR STEEL BOX GIRDER BRIDGE
(Cross Frame section shown, other Transverse Stiffener sections similar)



SECTION C-C



STEEL BOX GIRDER BRIDGE SECTION THRU END BENTS

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LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
07/01/05			FY 2020-21 STANDARD PLANS	MAINTENANCE LIGHTING FOR BOX GIRDERS	715-240	2 of 2