

## 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
- 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.

REVISION 01/01/08

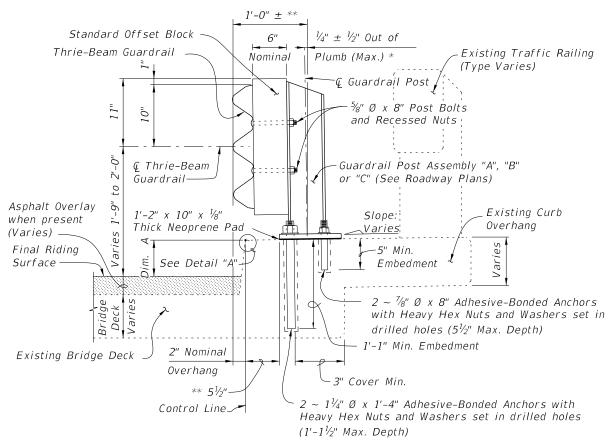
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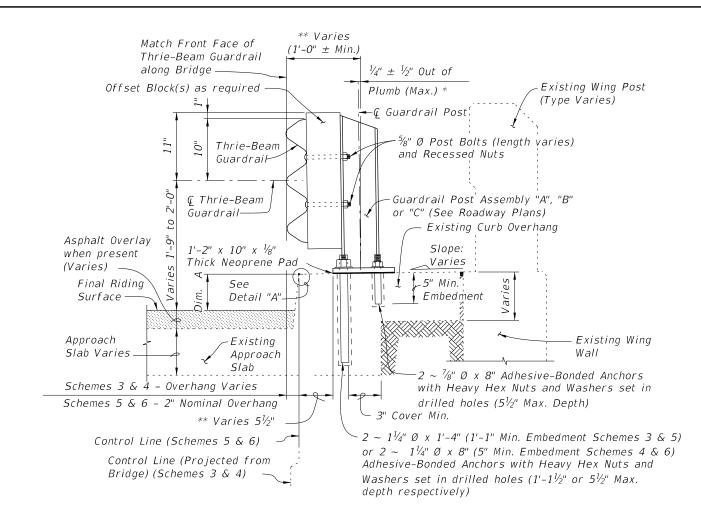
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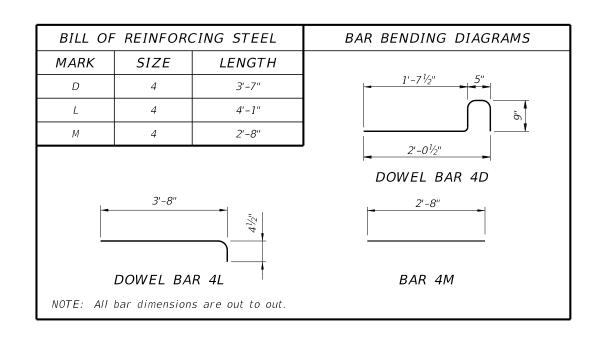
460-472



SECTION A-A TYPICAL SECTION THRU RAILING ON BRIDGE DECK

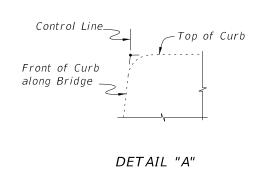


SECTION B-B TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB (SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)



Shim with washers around Anchors as required to maintain tolerance.

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



Match shape of -Varies (Match 91/2" existing curbcurb height) Asphalt Overlay when present (Varies) Bars 4M Existing  $1'-4\frac{1}{2}''$ Approach Slab Dowel Bars 4D (10" Embedment) Edge of Existing (See Note 2, Sheet3, Scheme 2) Approach Slab

## 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.

REVISION 07/01/08

DESCRIPTION:

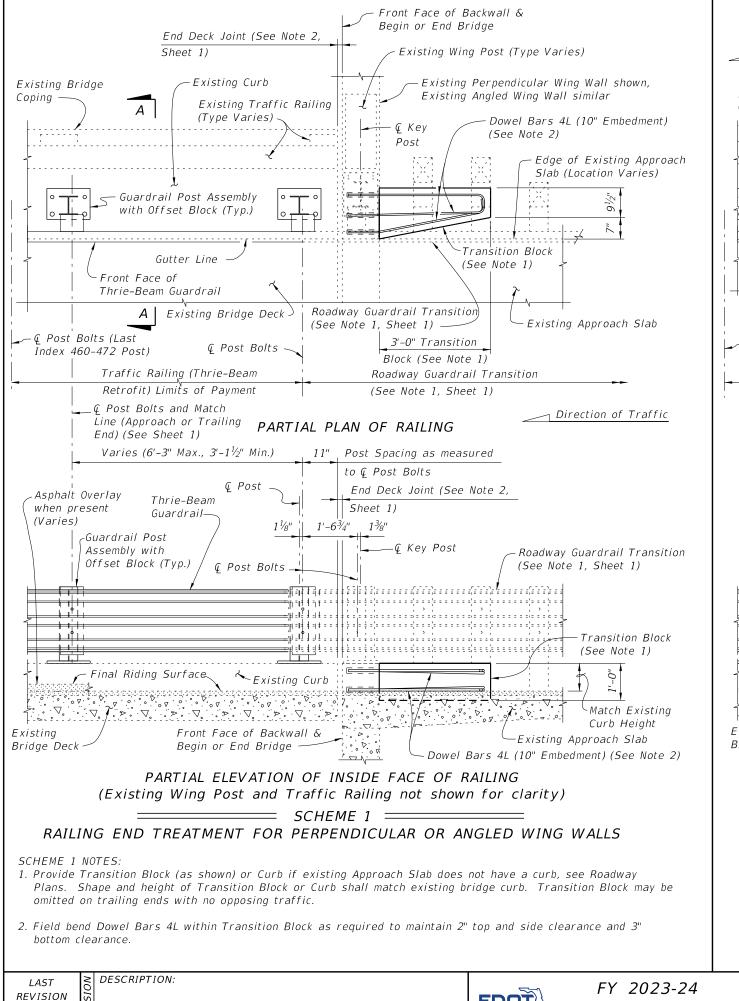
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TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE STRONG CURB TYPE 1

INDEX

SHEET



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Existing Detached Sidewalk or Integral Sidewalk Front Face of Backwall & less than 6" thick to be removed. See Roadway Begin or End Bridge Plans for Details of Sidewalk replacement. Existing Wing Post (Type Varies) → Direction of Traffice End Deck Joint (See Existing Flared Wing Wall Note 2, Sheet 1) shown, Existing Parallel Existing Bridge Wing Wall similar Existing Traffic Railing (Type Varies) Approach Slab Curb to remain (Parallel Curb shown, Flared Curb similar) C5 Bars 4M Guardrail Post Assembly with Offset Block (Typ.) -Existing Curb Double Dowel Bars 4D (10" -Edge of -Front Face of Thrie-Beam Embedment) (See Note 2) Existina Guardrail Gutter Line -Approach Slab Existing Approach (Location \_Existing Slab 2 sp. @ 1'-3" Varies) Bridge Deck © Post Bolts С € Key Roadway Guardrail Transition Post Bolts (Last 3'-0' Post (See Note 1, Sheet 1) Index 460-472 Post) Transition Block Traffic Railing (Thrie-Beam Roadway Guardrail Transition (See Note 1) Retrofit) Limits of Payment (See Note 1, Sheet 1) **. C** Post Bolts and Match Line (Approach or Trailing End) PARTIAL PLAN OF RAILING CROSS REFERENCES: (See Sheet 1) For Section A-A and View C-C Varies  $(6'-3'' \text{ Max., } 3'-1^{1/2}'' \text{ Min.})$ 11" Post Spacing as measured see Sheet 2. to & Post Bolts Thrie-Beam € Post — End Deck Joint (See Note 2, Guardrail— Sheet 1 of 3) Guardrail Post Roadway Guardrail Transition 11/8" 1'-6¾' Assembly with (See Note 1, Sheet 1) Offset Block (Typ.) -∉ Key Post Transition Block Asphalt Overlay when Bolts present (Varies) . #ja⊫alajaaa Varies (Match curb height) --Bars 4M Existing Curb Double Dowel Bars 4D (10" Final Riding Surface Embedment) (See Note 2) Existing Existing Approach Slab Front Face of Backwall & ∇. . ⊳ Bridge Deck-Begin or End Bridge — 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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STANDARD PLANS

