




| ESTIMATED QUANTITIES FOR C-I-P COPING |  |  |  |
| :--- | :---: | :---: | :---: |
| ITEM | UNIT | QUANTITY |  |
| Concrete | CY/LF | 0.326 |  |
| Reinforcing Steel (Typical) excluding <br> Bars 5T, 5x and 5S (Typ.) | LB/LF | 35.38 |  |
| Additional Reinf. @ Expansion Joints <br> (Steel Dowels) | LB | 32.04 |  |

The above concrete quantities are based on a Type $D$
$\square$
$\stackrel{\text { LAST }}{\text { REVISION }}$
11/01/18
NOTES:


1. Match roadway curb Shape (Type) and height. See Roadway Plans and Index 520-001. 6-6" dimension is based on a 42" Vertical Shape
with a Type D curb adjacent to a $6^{\prime}-0^{\prime \prime}$ wide sidewalk. Adjust this dimension as required for other curb types or transitions at Begin or End Retaining Wall. 2. If slip forming is used, submit shop drawings for approval showing $3^{\prime \prime}$ side cover with the Typical Section dimensions adjusted. Begin placing Railing Bars 5T and 5X at the railing end and proceed toward Retaining Wall to avoid conflict with guardrail bolt holes. If required, 5 adjustments to the bar spacing for Bars $5 T$ and $5 \times$ shall be made immediately adjacent to Begin or End Retaining Wall. Cut, shift and rotate Bars $5 T$ and 42" VERTICAL SHAPE

| FY 2024-25 | CONCRETEE BARRIER/RAISED SIDEW AL | Index | SHEE |
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STANDARD PLANS

| CONVENT |  |  |  |
| :---: | :---: | :---: | :---: |
| BILL OF REINFORCING STEEL |  |  |  |
| MARK | SIZE | LENGTH |  |
|  |  | $\begin{array}{\|l\|} \hline \text { PRECAST } \\ \text { COPING/ } \\ \text { RAILING } \end{array}$ | $\begin{array}{c\|} \hline \text { C-I-P } \\ \text { COPING } \end{array}$ |
| A | 5 | 5'-11" | $9^{\prime}-1^{\prime \prime}$ |
| B1 | 5 | $9^{\prime}-6^{\prime \prime} / 11^{\prime}-6^{\prime \prime}$ | N/A |
| B2 | 5 | AS REQD. | AS REQD. |
| c | 4 | 5'-5" | N/A |
| F | 5 | $5^{\prime}-0^{\prime \prime}$ | $5^{\prime}-0^{\prime \prime}$ |
| L | 5 | $4^{\prime}-5^{\prime \prime}$ | $4^{\prime \prime}-5^{\prime \prime}$ |
| 1" $\varnothing$ Dowe) | Smooth Bar | $2^{\prime}-0^{\prime \prime}$ | $2^{\prime \prime}-0^{\prime \prime}$ |
|  |  | $32^{\prime \prime}$ | 42" |
| T | 5 | $7{ }^{\prime}-4^{\prime \prime}$ | $9^{\prime}-2^{\prime \prime}$ |
| $x$ | 5 | $5^{\prime}-1{ }^{\prime \prime}$ | $6^{\prime}-0^{\prime \prime}$ |



BAR 5L


STIRRUP BAR 5X


BARS 5B1, 5B2, 4C, 5F \& 5S


1" $\varnothing$ DOWEL


END TRANSITION STIRRUP BARS 5X
o Be Field Cut ( 7 of each required per Railing End Transition)

STIRRUP BAR ST

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\begin{gathered}
\text { FOR 42" } \\
\text { To Be Field Cut (7 of each required } \\
\text { per Railing End Transition) }
\end{gathered}
$$

1. All bar dimensions in the bending diagrams are out to out
2. All reinforcing steel at expansion joints will have a $2^{\prime \prime}$ minimum cover.
3. Lap splices for Bars $5 B$ and $5 S$ will be a minimum of $2^{\prime \prime}-2^{\prime \prime}$ ",
Lap splice Bars $5 A$ with Bars $4 C$ will be a minimum of $2^{\prime}-2^{\prime \prime}$.
4. Dimension shown is for lap splice option. For mechanical coupler option
this dimension is $1^{1}-8^{\prime \prime}$.
5. Dimension shown is for lap splice option. For mechanical coupler option
this dimension is $5^{\prime}-8^{\prime \prime}$, and reinforcing size must be increased to \#5
bars (Bars 5C).
The Contractor may use deformed WWR when approved by the Engineer.
wWR must meet the requirements of Specification Section 931


LAST
REVISION

Revici/18
2 DESCRIPTION:
FDOT FY 2024-25
VERTICAL SHAPE

