

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.

REVISION 11/01/24

DESCRIPTION:

Existing Curb

FDOT

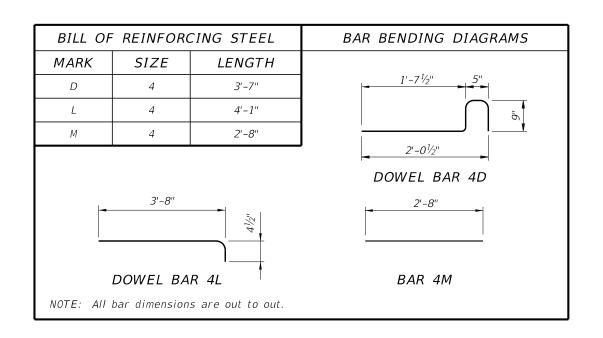
FY 2026-27 STANDARD PLANS

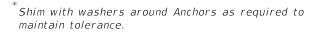
INDEX

SHEET 1 of 4

460-475

SECTION A-A TYPICAL SECTION THRU RAILING ON BRIDGE DECK (Adhesive Anchor Option shown, Screw Anchor Option similar)





Match Front Face of

Asphalt Overlay

Final Riding

when present

Surface -

Approach

Slab Varies

Schemes 3 & 4 - Overhang Varies

Schemes 5 & 6 - 2" Nominal Overhang

Control Line (Schemes 5 & 6)

Bridge) (Schemes 3 & 4)

Control Line (Projected from

(Varies)

Thrie-Beam Guardrail along Bridge

Offset Block(s) as required

Thrie-Beam

Guardrail-

 ← Thrie-Beam

1'-2" x 10" x 1/8"

See

Thick Neoprene Pad

Detail "A"

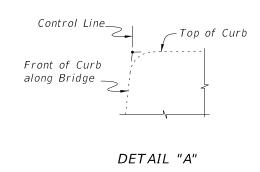
-Existing

Approach

Varies 5½" **

Guardrail-

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 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, Sheet 3) Approach Slab

VIEW C-C

CROSS REFERENCES:

Varies **

 $(1'-0" \pm Min.)$

 $\frac{1}{4}$ " $\pm \frac{1}{2}$ " Out of

Plumb (Max.) *

⊷¢ Guardrail Post:

½" Ø Post Bolts (length varies)

-Guardrail Post['] Assembly "A", "B"

Existing Curb Overhang

 $\sim \frac{7}{8}$ " Ø x 8" Adhesive-Bonded Anchors

with Heavy Hex Nuts and Washers set in

 $2 \sim 1\frac{1}{4}$ " Ø x 1'-4" (1'-1" Min. Embed. Schemes 3 & 5)

or $2 \sim 1\frac{1}{4}$ " Ø x 8" (5" Min. Embed. Schemes 4 & 6)

Adhesive-Bonded Anchors with Heavy Hex Nuts and

Washers set in drilled holes $(1'-1\frac{1}{2}'')$ or $5\frac{1}{2}''$ Max.

drilled holes ($5\frac{1}{2}$ " Max. Depth)

or "C" (See Roadway Plans)

and Recessed Nuts

Slope:

Varies

Embedment

.5" Min.

- 3" Cover Min.

SECTION B-B TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB

(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR) (Adhesive Anchor Option shown, Screw Anchor Option similar)

Depth respectively)

Existing Wing Post

Existing Wing

(Type Varies)

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.

LAST REVISION 11/01/24

DESCRIPTION:

FDOT

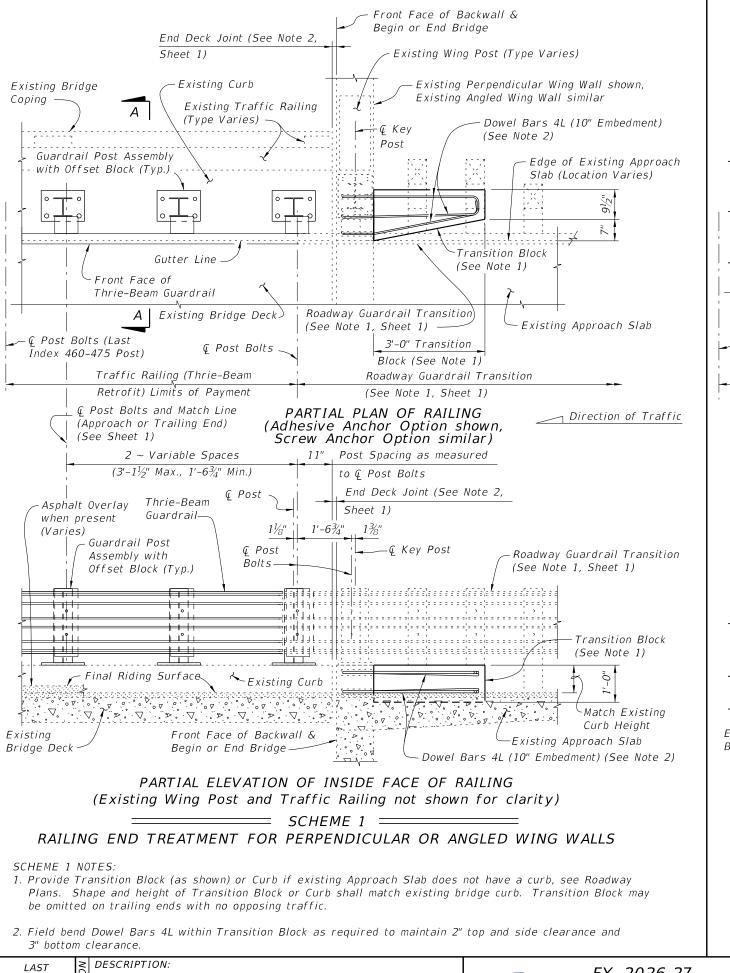
FY 2026-27 STANDARD PLANS

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

INDEX

SHEET

460-475



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) End Deck Joint (See Existing Flared Wing Wall Note 2, Sheet 1) shown, Existing Parallel Existing Bridge Wing Wall similar Existing Traffic Railing Approach Slab Curb to (Type Varies) remain (Parallel Curb shown, Flared Curb similar) Guardrail Post Assembly Cwith Offset Block (Typ.) 5 Bars 4M – Existing Curb 91/2" Double Dowel Bars 4D (10" Edge of Front Face of Thrie Embedment) (See Note 2) Existing -Beam Guardrail Gutter Line Approach Slab Existing Approach (Location ⊂Existing Varies) 2 sp. @ 1'-3" - @ Kev Bridge Deck @ Post Bolts -С Post Roadway Guardrail Transition Post Bolts (Last 3'-0' Index 460-475 Post) (See Note 1, Sheet 1) Transition Block Traffic Railing (Thrie-Beam Roadway Guardrail Transition (See Note 1) Retrofit) Limits of Payment (See Note 1, Sheet 1) © Post Bolts and Match Line PARTIAL PLAN OF RAILING ____ Direction of Traffic (Approach or Trailing End) (Adhesive Anchor Option shown, Screw Anchor Option similar) (See Sheet 1) 11" Post Spacing as measured 2 ~ Variable Spaces $(3'-1\frac{1}{2}'')$ Max., $1'-6\frac{3}{4}''$ Min.) to © Post Bolts ℚ Post End Deck Joint (See Note 2, Thrie-Beam Sheet 1) Guardrail Post Guardrail-1'-6¾'' Assembly with Offset Block (Typ.) —⊈ Key Post ₽ Post Asphalt Overlay when Roadway Guardrail Transition Bolts present (Varies) (See Note 1, Sheet 1) 12:-----Transition Block (See Note 1) Varies (Match äja⊫ dadaa . | 4|| | - - - - - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || - - || -ي يا ليا يا إلى " التي Curb Height)iiipted plana kiin naikan na na nisanikan na na nisanikan na na nisanikan na na ikana na na ikanikan √an na -Bars 4M Existing Curb Double Dowel Bars 4D (10" Final Riding Surface Embedment) (See Note 2) Existing `Existing Approach Slab Bridge Deck Front Face of Backwall & 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. *INDEX* SHEET TRAFFIC RAILING - (THRIE-BEAM RETROFIT)

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