

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.

LAST REVISION DI/01/08

DESCRIPTION:

FDOT

FY 2026-27 STANDARD PLANS

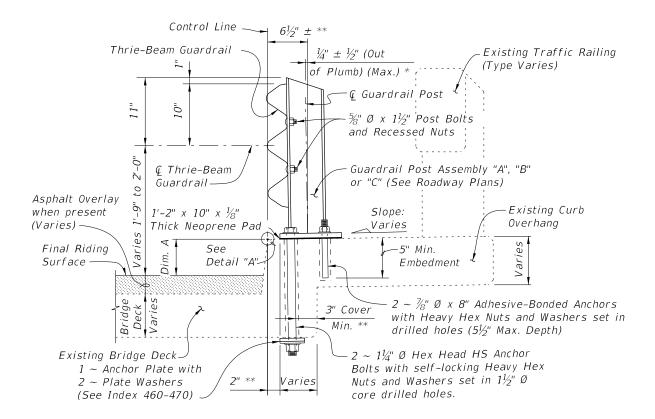
TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
WIDE CURB TYPE 2

INDEX

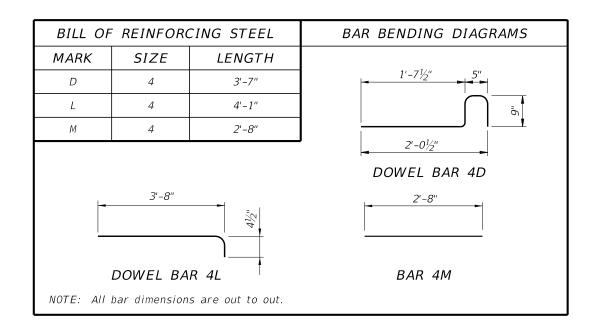
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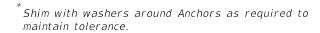
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SECTION A-A TYPICAL SECTION THRU RAILING ON BRIDGE DECK





Match Front Face of

Asphalt Overlay

Final Riding

Surface

Approach

Slab Varies

when present

(Varies) -

Thrie-Beam Guardrail along Bridge 🥌

Offset Block(s) as required

Thrie-Beam

Guardrail-

 ← Thrie-Beam

 $1'-2'' \times 10'' \times \frac{1}{8}''$

Thick Neoprene Pad

-Existing

Varies 5½" **

Approach

Guardrail

Schemes 3 & 4 - Overhang Varies

Schemes 5 & 6 - Nominal Overhang

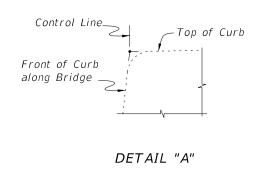
Control Line (Schemes 5 & 6)

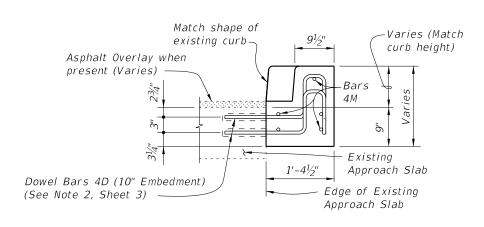
Control Line (Projected from

Bridge) (Schemes 3 & 4) -

(Schemes 3 and 4 only)

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.





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.

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

Plumb (Max.) *

3" Cover Min.

SECTION B-B

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

Depth respectively).

- Ç Guardrail Post

%" Ø x 8" Post

Slope:

Varies

Bolts and Recessed Nuts

or "C" (See Roadway Plans)

Guardrail Post Assembly "A", "B"

Existing Curb Overhang

____5" Min. ;

drilled holes (5½" Max. Depth)

 $2 \sim 1\frac{1}{4}$ " 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 $(1'-1\frac{1}{2}" \text{ or } 5\frac{1}{2}" \text{ Max.}$

Embedment

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

with Heavy Hex Nuts and Washers set in

Existing Wing Post

Existing Wing

(Type Varies)

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

REVISION

DESCRIPTION:

FDOT

FY 2026-27 STANDARD PLANS

WIDE CURB TYPE 2

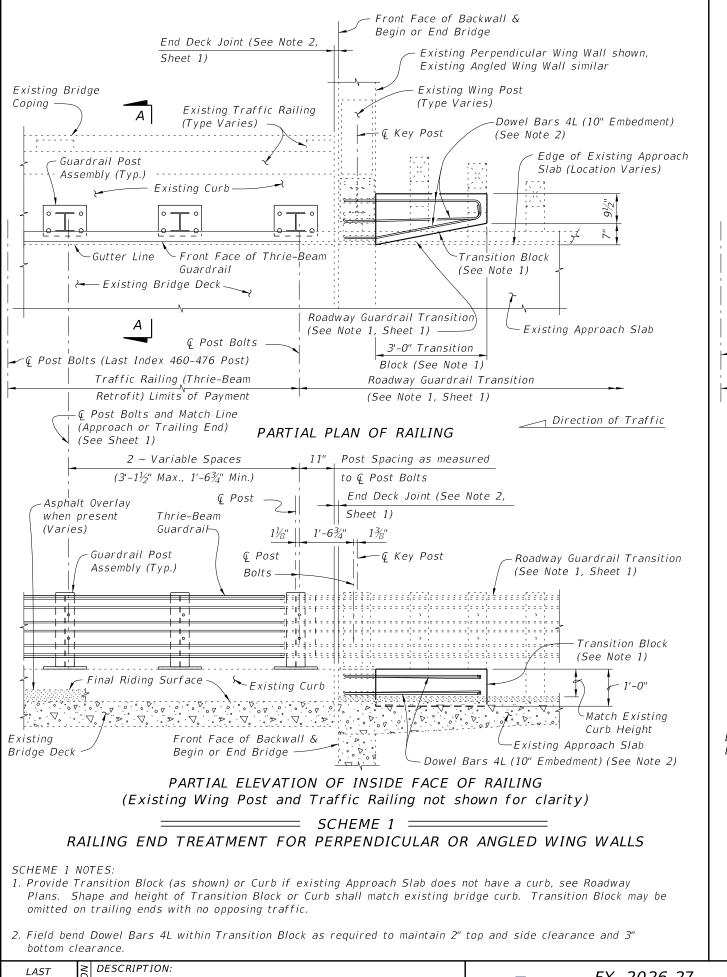
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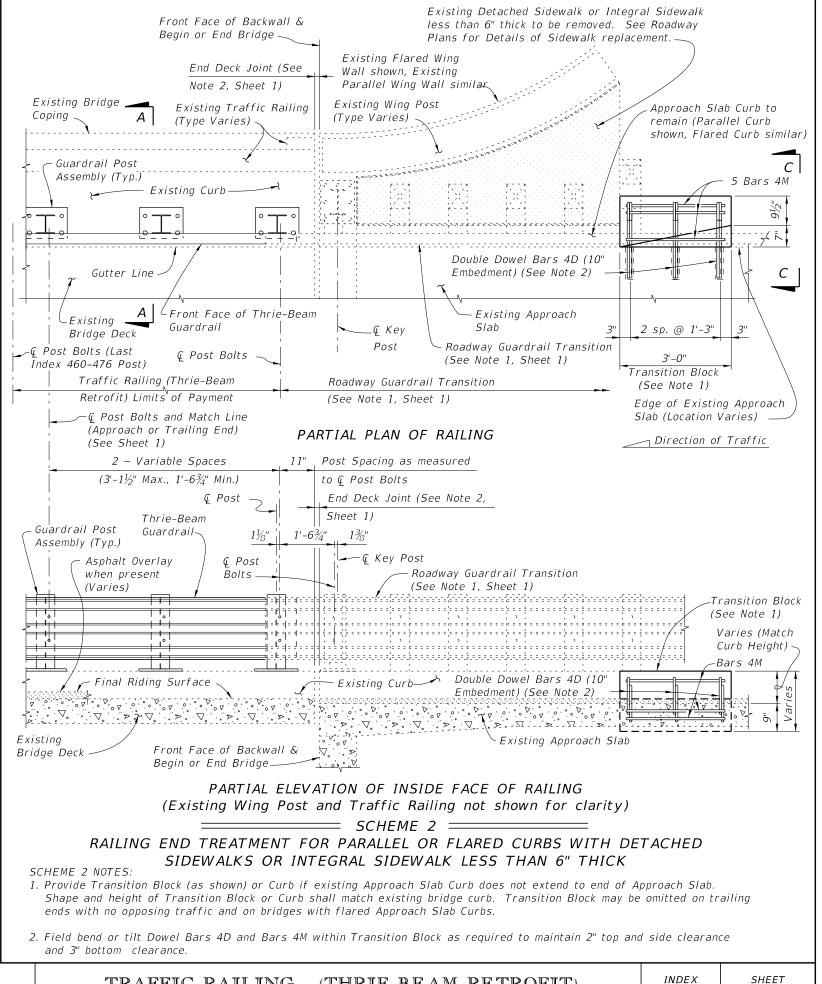
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07/01/08

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)

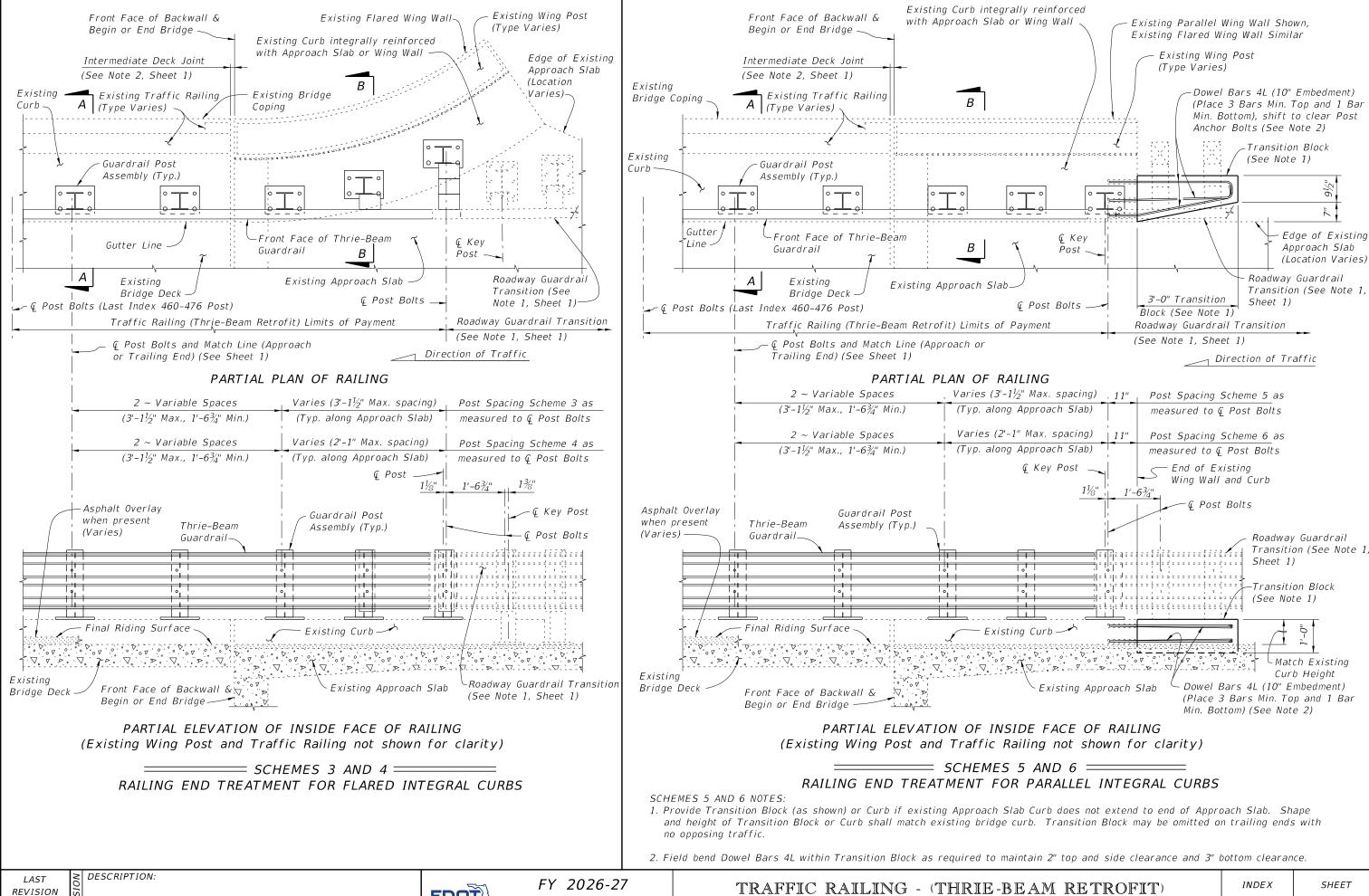
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REVISION 01/01/08

FY 2026-27 FDOT STANDARD PLANS



01/01/08

STANDARD PLANS

WIDE CURB TYPE 2

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