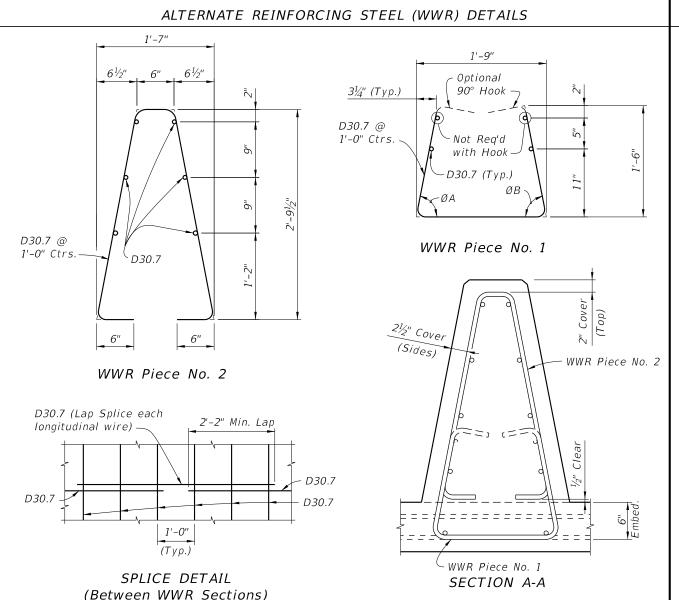


PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH MEDIAN TRAFFIC RAILING

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) $\frac{3}{4}$ " Intermediate Open Joints and V-Grooves in railing shall be placed perpendicular or radial to the
- 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.

DESCRIPTION:



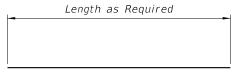
1. At the option of the Contractor deformed Welded Wire Reinforcement (WWR) may be utilized in lieu of all Bars 5R,

2. WWR at Railing End Transition shall be field bent inward as required (Pieces 1 & 2) to maintain cover. The bottom

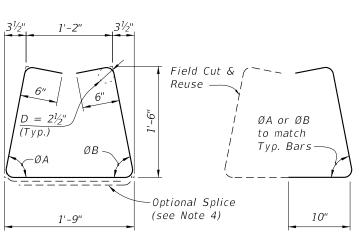
3. Place WWR panels so as to minimize the end overhang of longitudinal wires at Railing Ends and Open Joints.

ROADWAY ON SLOPE AT CROWN CROSS-SLOPE ØΑ ØB ØΑ 79° 79° 79° 79° 0% to 2% 81° 77° 79° 79° >2% to 6% >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 SIZE MARK LENGTH 5 7'-2" 5 5 As Regd. 5'-10"



BAR 5S



TRANSITION STIRRUP BAR 5R (5 required per Railing

Field Cut &

Discard

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

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.

End Transition)

Field Bend as required

to maintain cover

- Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".
- bar with a 1'-2" lap splice of the bottom legs.

1'-7"

6"

 $D = 2\frac{1}{2}$ " $\overline{(Typ.)}$

STIRRUP BAR 5R

6½"

- 4. At the Contractor's option, Bars 5W may be fabricated as a two piece

Pre-cured Silicone Sealant 4" wide (Typ.) _(Typ.)

WELDED WIRE REINFORCEMENT NOTES:

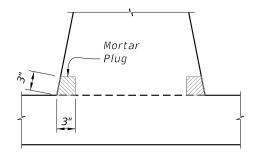
of Piece 1 shall be cut to allow overlap.

DESCRIPTION:

Overhangs greater than 6" are not permitted.

OPTION I

5S and 5W. WWR must meet the requirements of Specification Section 931.



OPTION II (Alternative Mortar Plug at Open Joint)

= DETAIL "C" 💳

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.
- 4. As an alternative option, a mortar plug may be used to seal the joint as shown in the mortar plug detail and in accordance with Specification Section 400.

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)

REVISION 11/01/25

FDOT

FY 2026-27 STANDARD PLANS

TRAFFIC RAILING - (MEDIAN 36" SINGLE-SLOPE)

INDEX SHEET *521-426*

4 of 4