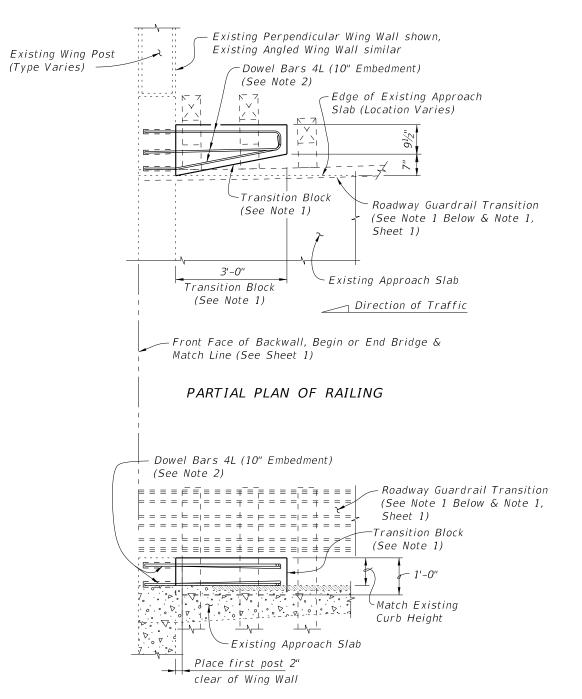


10/6/202







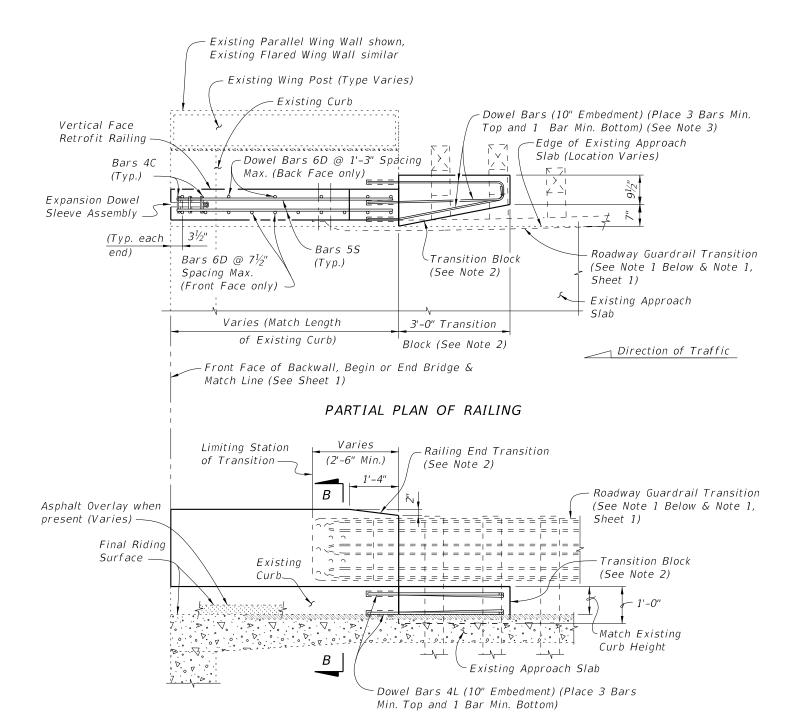
PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL (Existing Wing Post not shown for clarity)

===== SCHEME 1 === RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

DESCRIPTION:

- 1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.
- 2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
- 3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.



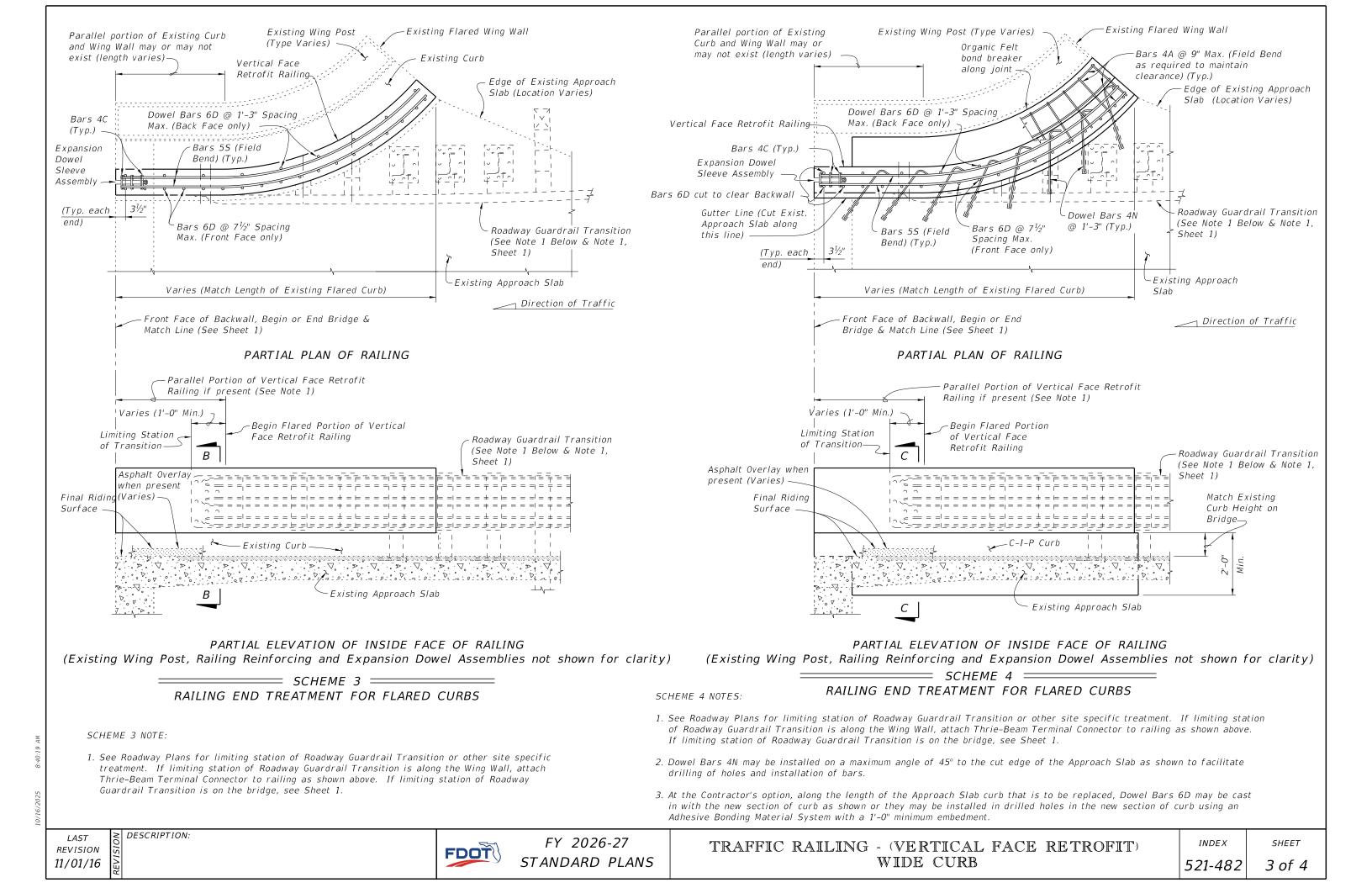
PARTIAL ELEVATION OF INSIDE FACE OF RAILING (Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

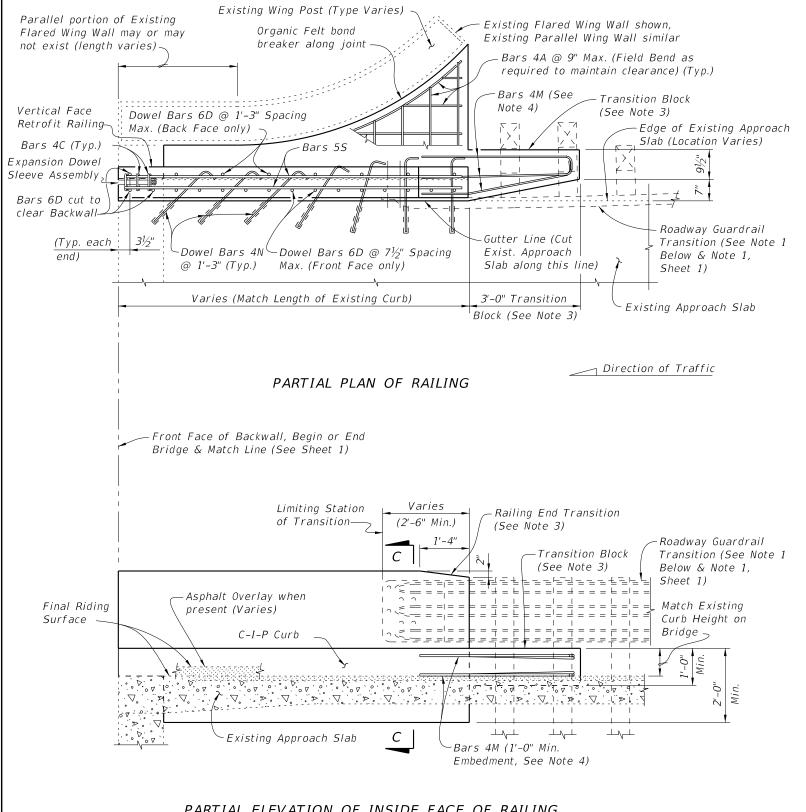
> _______ SCHEME 2 _____ RAILING END TREATMENT FOR PARALLEL CURBS

SCHEME 2 NOTES:

- 1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.
- 2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.
- 3. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

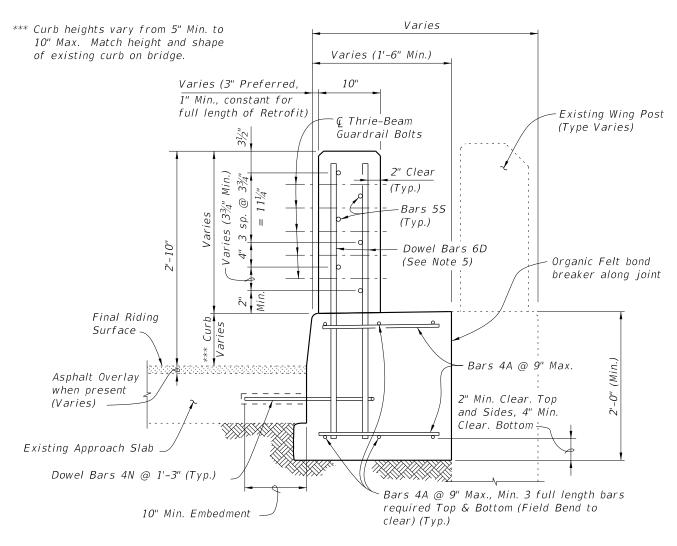
FY 2026-27 FDOT STANDARD PLANS





PARTIAL ELEVATION OF INSIDE FACE OF RAILING (Existing Wing Post, Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

______ SCHEME 5 _____ RAILING END TREATMENT FOR PARALLEL CURBS



SECTION C-C TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB (SCHEME 4 SHOWN, SCHEME 5 SIMILAR)

SCHEME 5 NOTES:

- 1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.
- 2. Dowel Bars 4N may be installed on a maximum angle of 45° to the cut edge of the Approach Slab as shown to facilitate drilling of holes and installation of bars.
- 3. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.
- 4. Field bend Dowel Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
- 5. At the Contractor's option, along the length of the Approach Slab curb that is to be replaced, Dowel Bars 6D may be cast in with the new section of curb as shown or they may be installed in drilled holes in the new section of curb using an Adhesive Bonding Material System with a 1'-0" minimum embedment.

REVISION 11/01/16

DESCRIPTION:

FDOT

FY 2026-27 STANDARD PLANS

TRAFFIC RAILING - (VERTICAL FACE RETROFIT) WIDE CURB

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SHEET

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