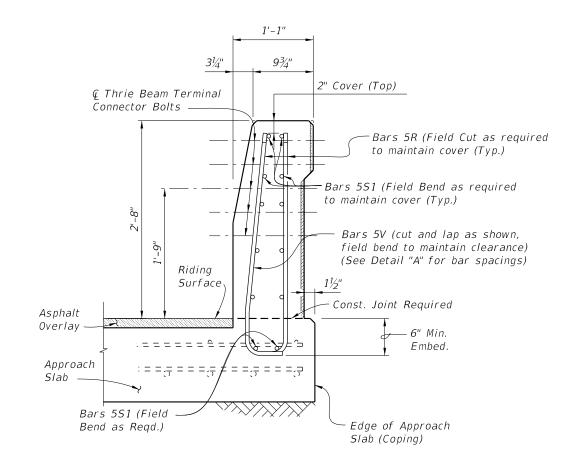


SECTION A-A TYPICAL SECTION THRU TRAFFIC RAILING/NOISE WALL (Section Thru Bridge Deck Shown, Section Thru Approach Slab Similar)

CROSS REFERENCE:
For locations of Section A-A see Sheet 1.

For location of View B-B, see Sheet 5.

1. Bottom Bars 5S1 shown are part of the Traffic Railing/Noise Wall reinforcing. See Superstructure Sheets in the Plans for additional Bridge Deck Reinforcing.



VIEW B-B
END VIEW OF RAILING END TRANSITION FOR
GUARDRAIL ATTACHMENT AT END OF APPROACH SLAB
(Flexible Pavement Approach Slab Shown, Rigid Pavement Approach Slab Similar)

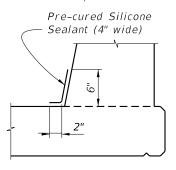
LAST REVISION 11/01/18

DESCRIPTION:

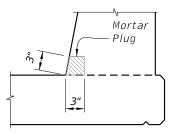
FDOT

FY 2026-27 STANDARD PLANS

- 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. The cost of the Pre-cured Silicone Sealant shall be included 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.

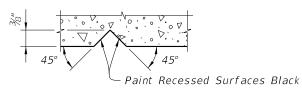


OPTION I



OPTION II (Alternative Mortar Plug at Open Joint)

DETAIL "B" =



SECTION THRU RECESSED "V" GROOVE TO FORM INSCRIBED LETTERS AND FIGURES

ESTIMATED TRAFFIC RAILING/NOISE WALL QUANTITIES					
ITEM	UNIT	QUANTITY			
Concrete (Railing)	CY/LF	0.107			
Concrete (Noise Wall)	CY/LF	0.136			
Reinforcing Steel (Typical)	LB/LF	79.17			
Additional Reinf. @ Open Joint	LB	208.86			

(The above quantities are based on the bridge mounted typical section, 2% deck cross slope and railing on low side of deck.)

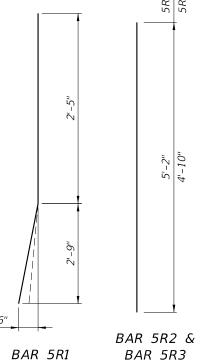
REINFORCING STEEL BENDING DIAGRAMS

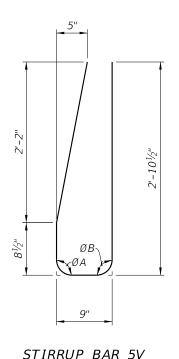
BILL OF REINFORCING STEEL				
MARK	SIZE	LENGTH		
R1	5	5'-2"		
R2	5	5'-2 ¹ / ₂ "		
R3	5	4'-10"		
S1	5	As Reqd.		
52	5	7'-3"		
V	5	6'-6 ¹ / ₂ "		

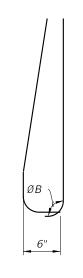
BRIDGE CROSS-SLOPE		LOW G	UTTER	HIGH C	GUTTER
		ØA	ØB	ØA	ØВ
E ED	0% to 2%	90°	90°	90°	90°
BRIDGE MOUNTEL	2% to 6%	93°	87°	87°	93°
BI MO	6% to 10%	96°	84°	84°	96°

551	Length as Required	
552	7'-3"	

BARS 5S1 & 5S2







(Field Cut and Bend

END STIRRUP BAR 5V To Be Field Cut (Railing End Transition)

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.

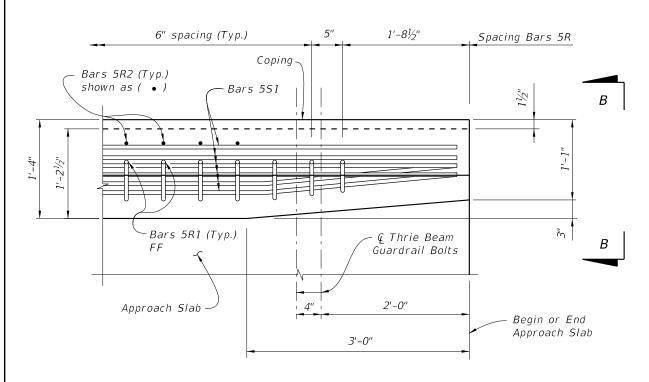
for Railing End Transition)

- 2. All reinforcing steel at the open joints shall have a 2" minimum cover.
- 3. Bars 5R shall be one continuous or lap spliced bar. No mechanical couplers are permitted.
- 4. Bars 5S1 may be continuous or spliced at the construction joints. Lap splices for Bars 5R2 and 5S1 shall be a minimum of 2'-2".
- 5. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of deformed wire meeting the requirements of Specification Section 931.

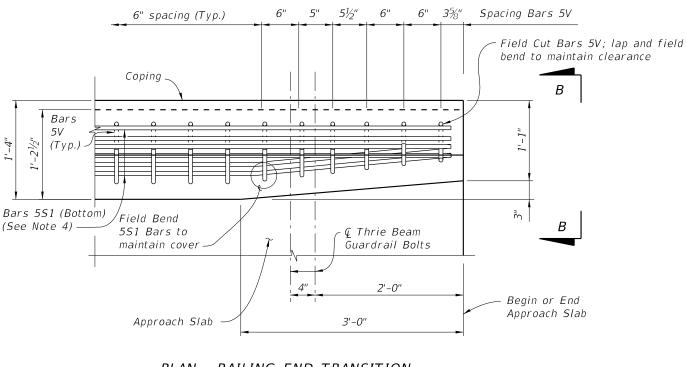
CROSS REFERENCE: For locations of Detail "B", see Sheet 1.

DESCRIPTION:





PLAN - RAILING END TRANSITION (Showing Bars 5R, and Bars 5S1) (Bars 5V & Noise Wall Reinforcement not shown for Clarity)



PLAN - RAILING END TRANSITION (Showing Bars 5V and Bars 5S1) (Bars 5R not shown for Clarity)

DETAIL "A" =====

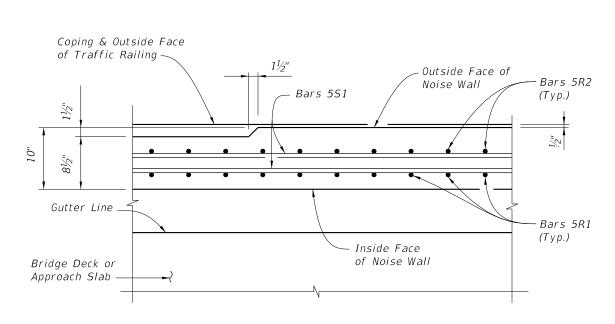
LAST OF DESCRIPTION: REVISION 11/01/18

FDOT

FY 2026-27 STANDARD PLANS

DETAIL "A" NOTES:

- 1. Begin placing Railing Bars 5V at the railing end and proceed toward the guardrail (thrie beam) terminal connector to ensure placement of guardrail bolt holes. Pair Bars 5R with Bars 5V as shown. Clearance of Bars 5R & 5V to guardrail bolt holes shall be checked to prevent cutting of bars if holes are to be drilled. Shift bars locally where conflicts occur.
- 2. For Guardrail connection details see Index 536-001.
- . Omit Railing End Transition if a 36" Single-Slope Traffic Railing is used beyond the End Taper. See the Plan Sheets.
- 4. Field cut Bars 5R2 to maintain cover. Field cut Bars 5V and lap as necessary to maintain cover; field cut & bend Bars 5R1 front leg (more plumb) to maintain cover and tie to S1 Bars.



SECTION C-C THRU NOISE WALL END TAPER

CROSS REFERENCE:
For location of Detail "A" see Sheet 1.
For location of Section C-C see Sheet 1.

For View B-B see Sheet 3.

INDEX

SHEET