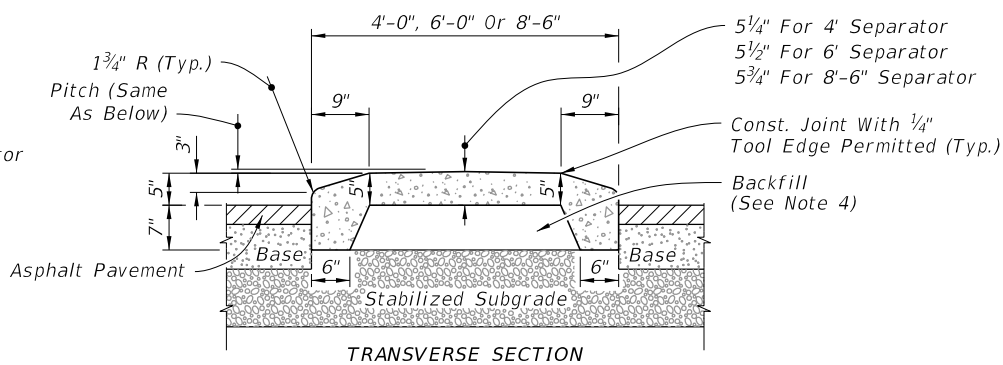
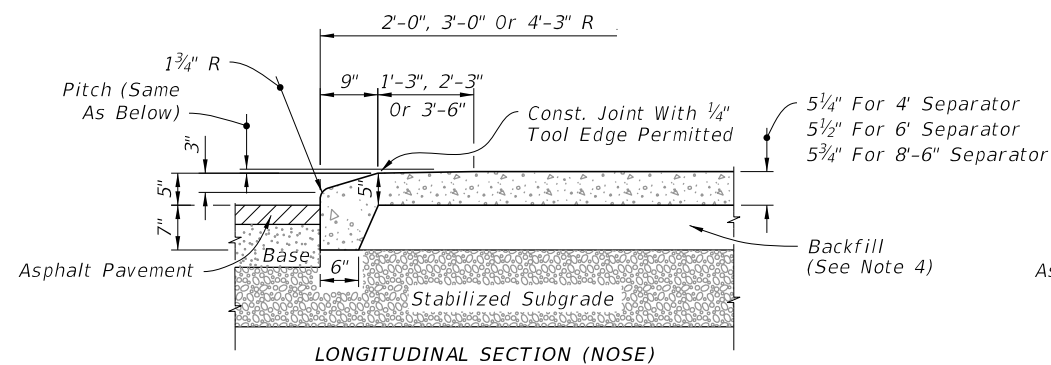
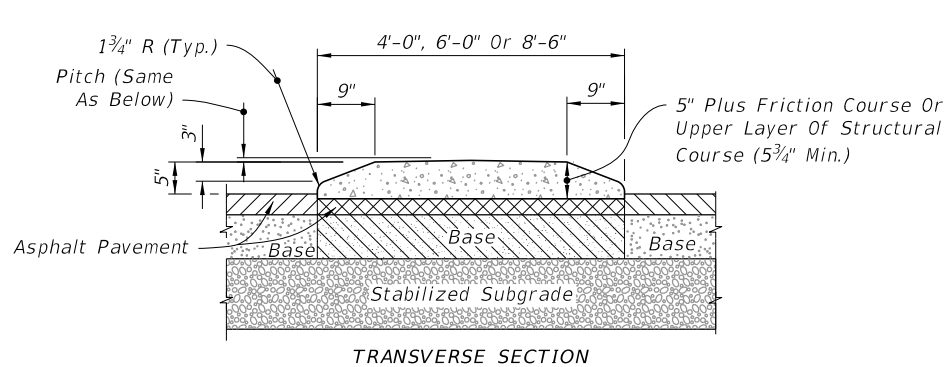
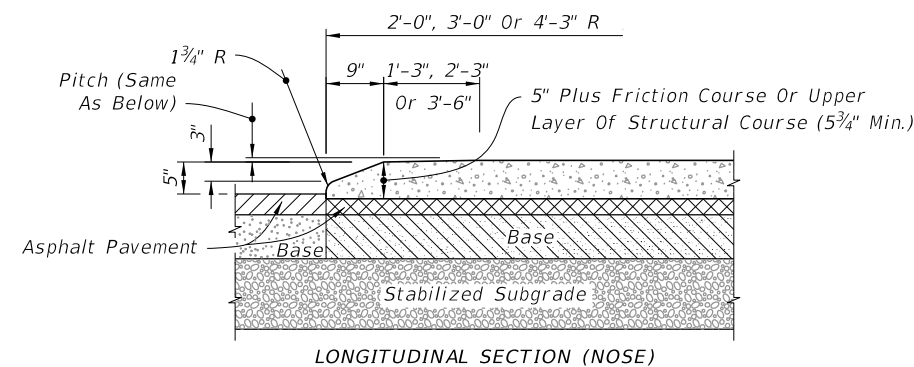


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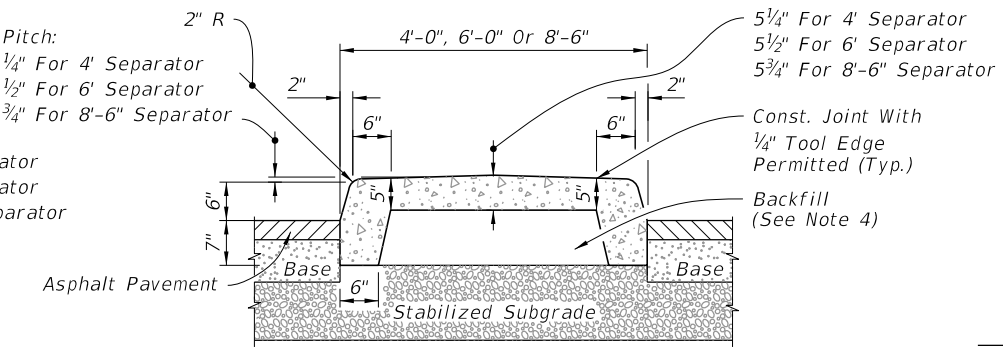
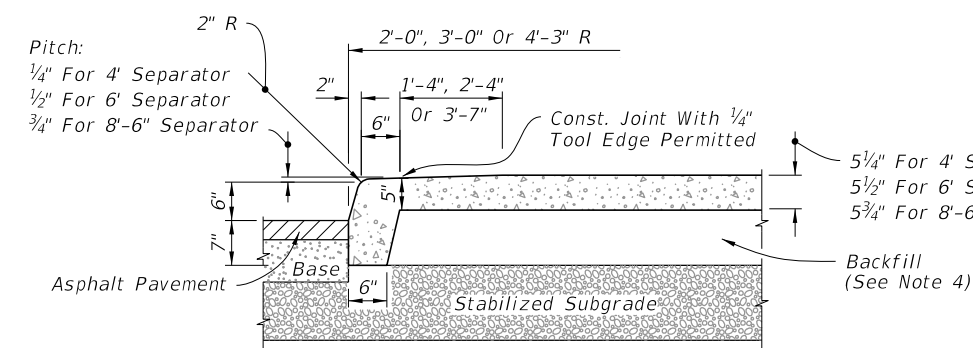


OPTION I

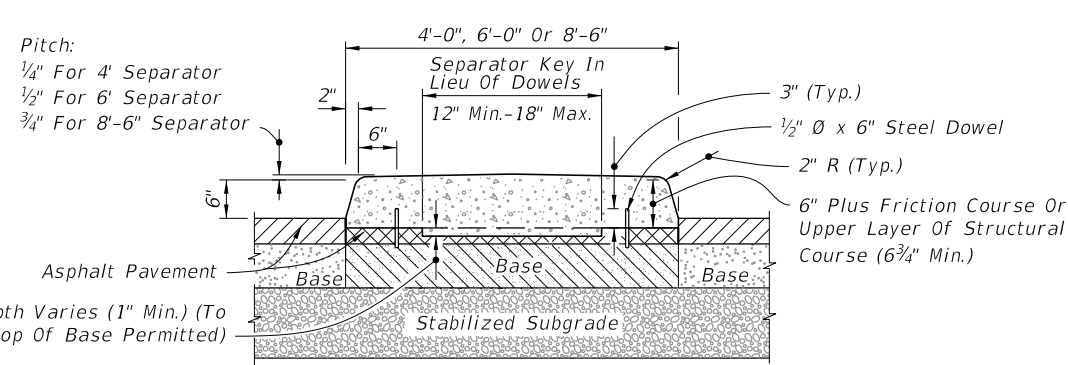
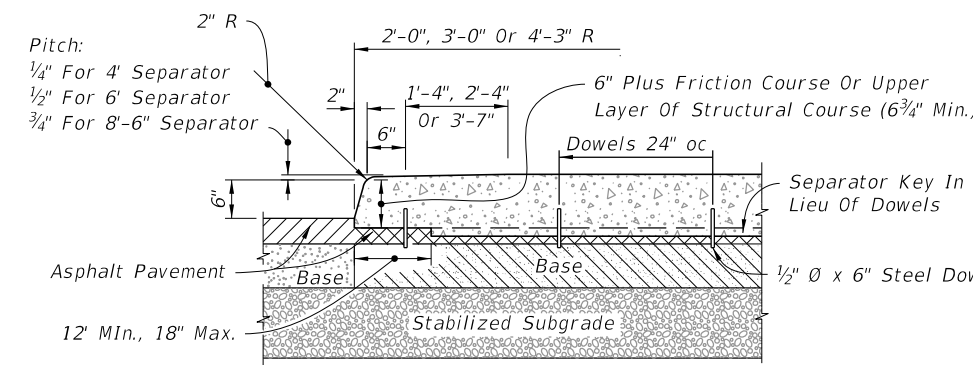


OPTION II

TYPE I - CONCRETE TRAFFIC SEPARATOR

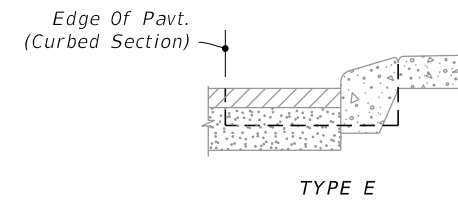


OPTION I

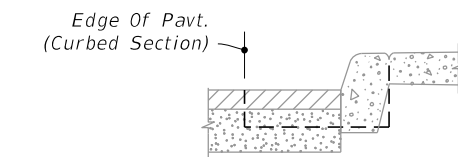


OPTION II

TYPE IV - CONCRETE TRAFFIC SEPARATOR

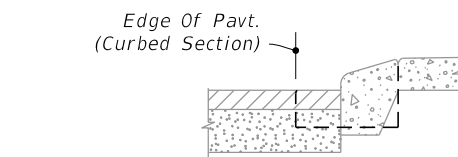


TYPE E

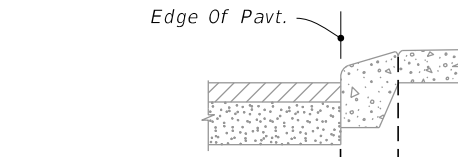


TYPE F

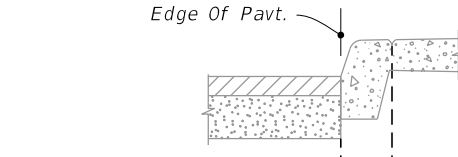
CURB AND GUTTER



TYPE A



TYPE B



TYPE D

CURB

MEDIAN CURB AND TRAFFIC SEPARATOR JUNCTURE DETAILS

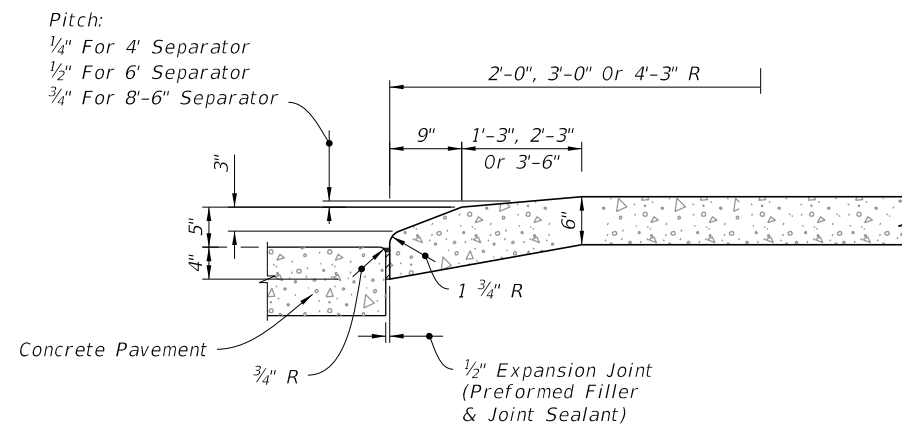
(Option I Separator Shown, For Curb Details see Index 520-001)

NOTES:

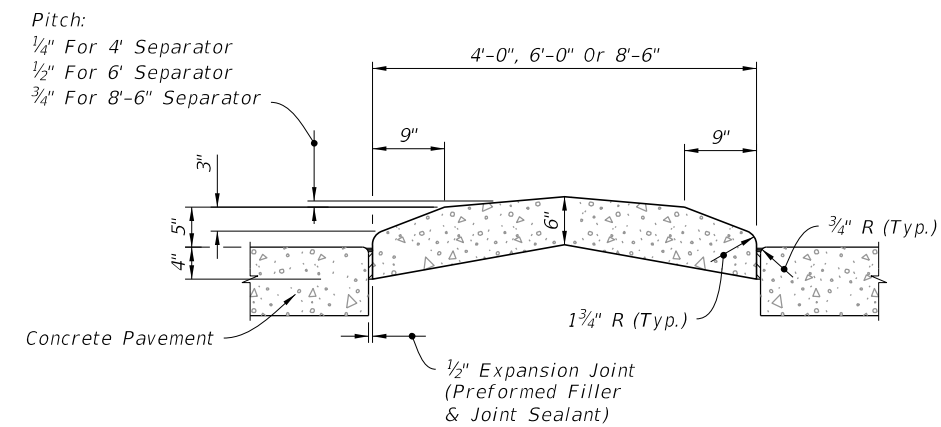
- Separators Type I and IV are to be used with flexible pavement. Separators Types II and V are to be used with rigid pavement.
- Either Option I or Option II may be used for Types I and IV separators except when a specific option is called for in the Plans.
- For all separators provide 1/8"- 1/4" contraction joints at 10' centers (max.). Contraction joints adjacent to concrete pavement on tangents and flat curves to match the pavement joints, with intermediate joints not to exceed 10' center.
- Meet the embankment utilization requirements of Standard Plans Index 120-001.

ROADWAY INSTALLATIONS - FLEXIBLE PAVEMENT

LAST REVISION	DESCRIPTION:	FY 2027-28 STANDARD PLANS	TRAFFIC SEPARATORS	INDEX	SHEET
11/01/26				520-020	1 of 5

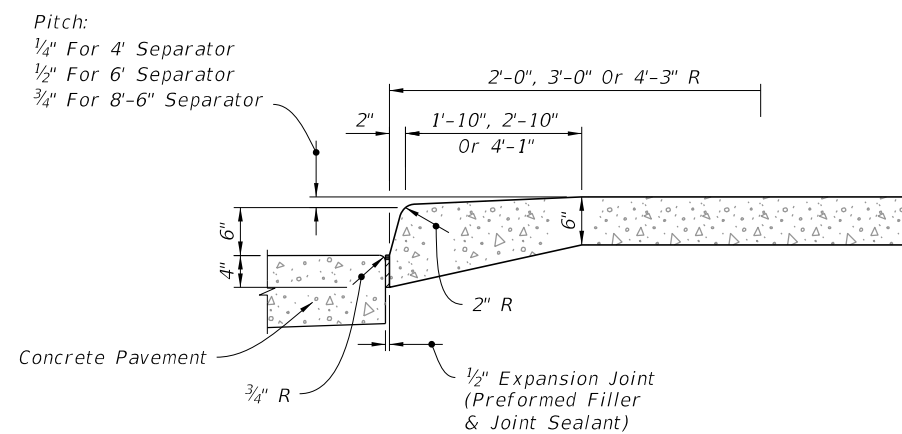


LONGITUDINAL SECTION (NOSE)

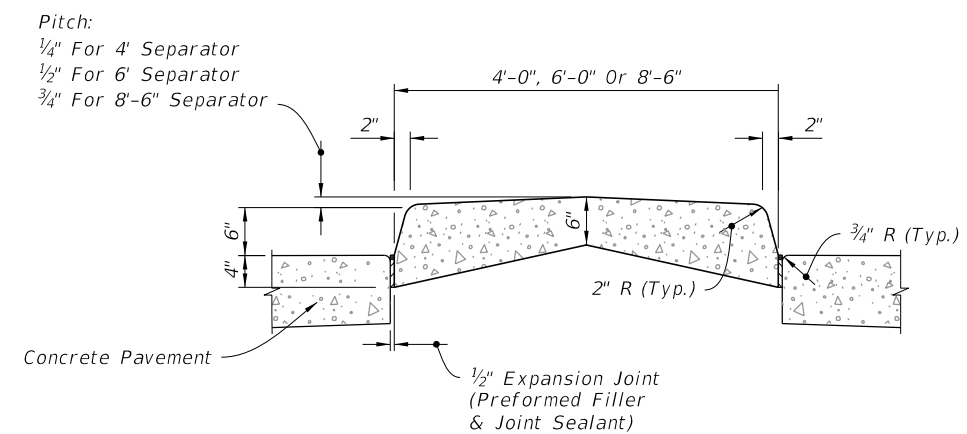


TRANSVERSE SECTION

TYPE II - CONCRETE TRAFFIC SEPARATOR



LONGITUDINAL SECTION (NOSE)



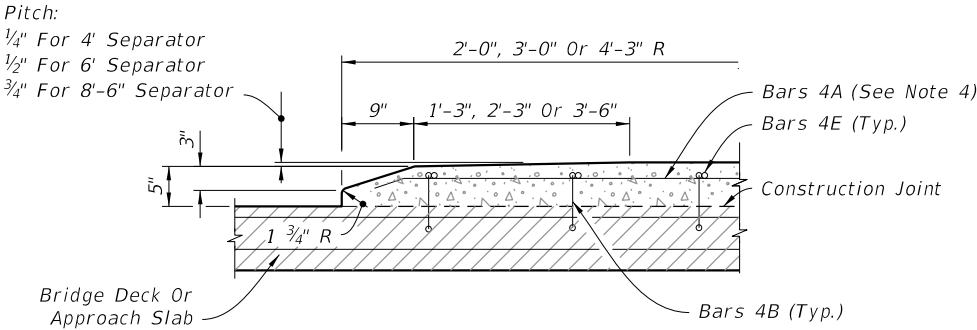
TRANSVERSE SECTION

TYPE V - CONCRETE TRAFFIC SEPARATOR

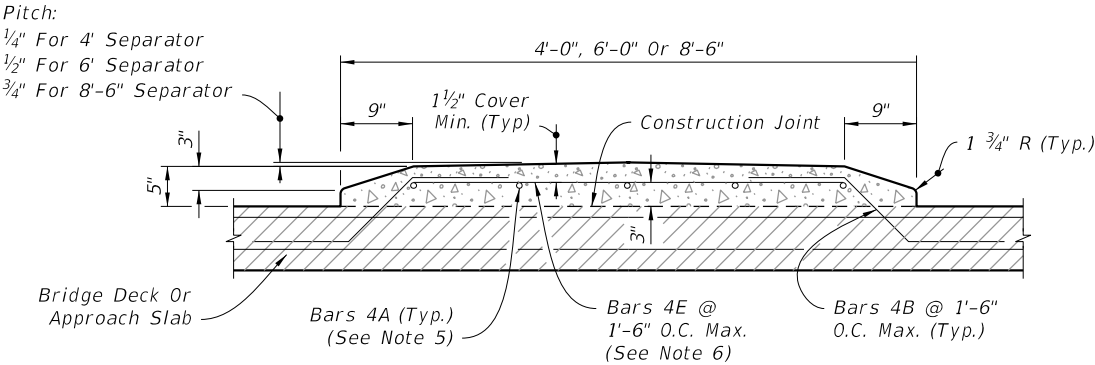
ROADWAY INSTALLATIONS - RIGID PAVEMENT

9/28/2026 11:57:28 AM

LAST REVISION 11/01/17	REVISION	DESCRIPTION:	FDOT FY 2027-28 STANDARD PLANS	TRAFFIC SEPARATORS	INDEX 520-020	SHEET 2 of 5
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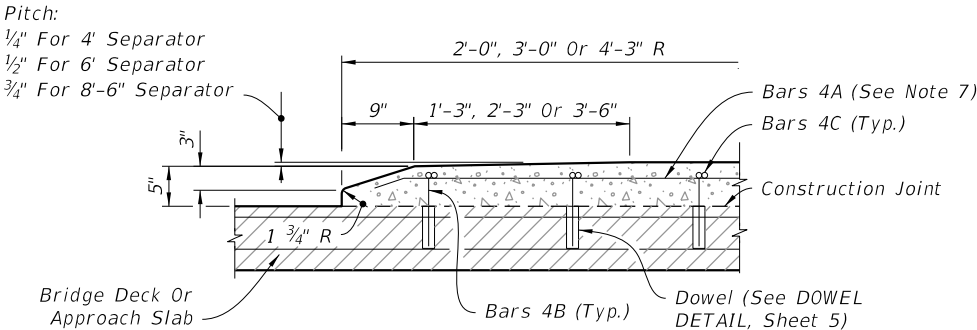


LONGITUDINAL SECTION (NOSE)

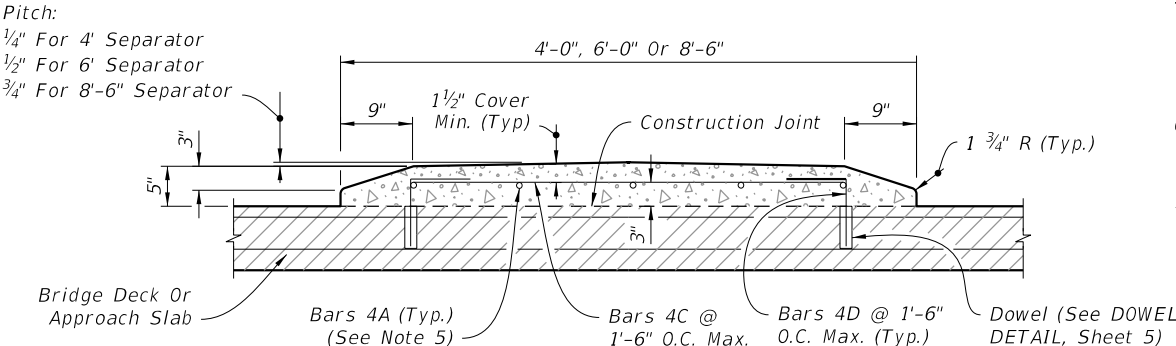


TRANSVERSE SECTION

OPTION I

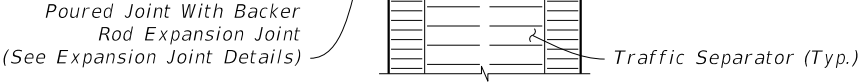


LONGITUDINAL SECTION (NOSE)



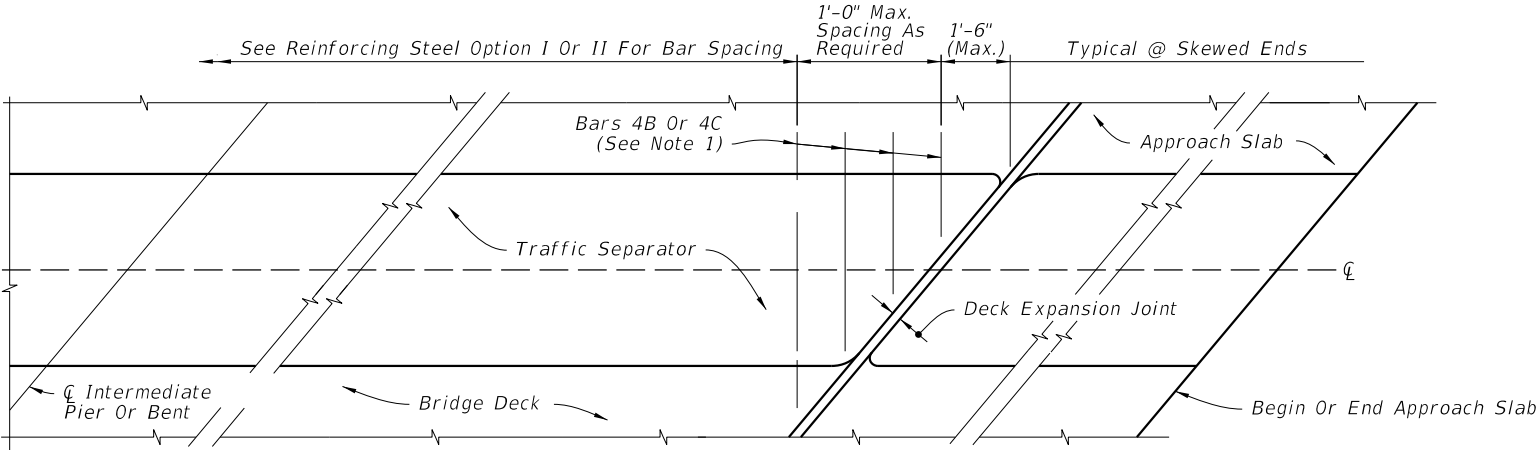
TRANSVERSE SECTION

OPTION II



REINFORCING STEEL

(Bridge Deck Shown, Approach Slab Similar)

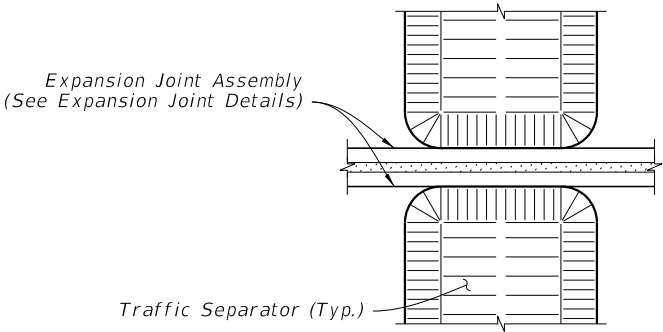


SKEWED BRIDGE DECK AND APPROACH SLAB WITH TRAFFIC SEPARATOR

(Deck Expansion Joint at Begin or End Bridge Shown, Expansion Joint at Intermediate Piers or Intermediate Bents Similar)

DETAIL AT POURED JOINT WITH

BACKER ROD EXPANSION JOINTS

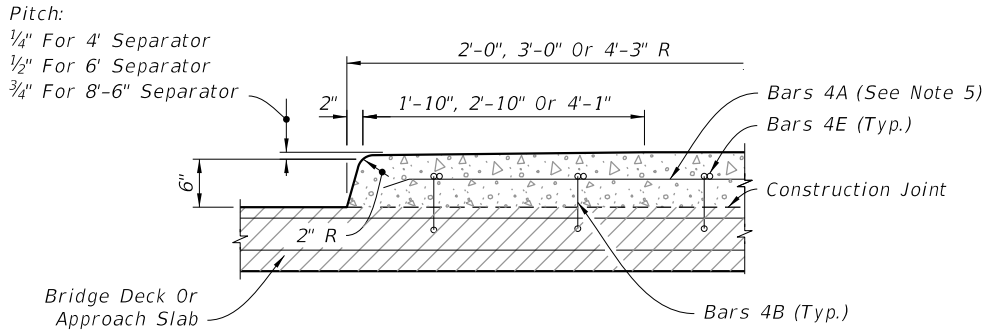


DETAIL AT EXPANSION JOINTS

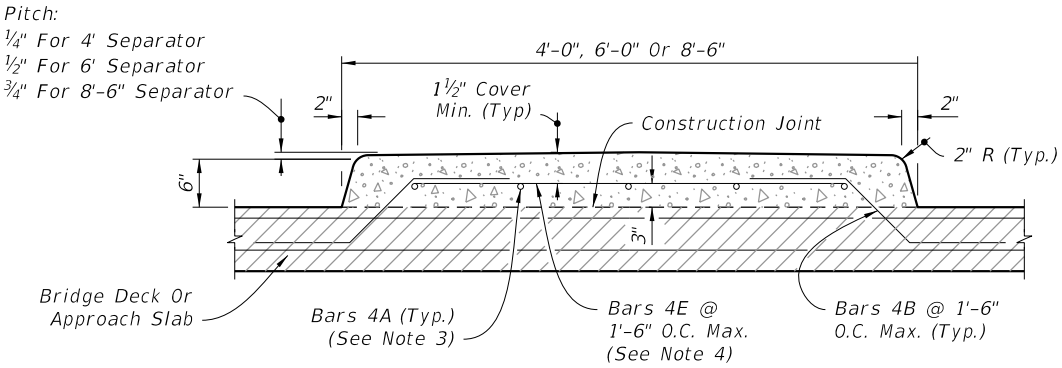
(Strip Seal Shown, Other Armored Joint Types Similar)

BRIDGE INSTALLATIONS - TYPE "E" CURB

LAST REVISION	DESCRIPTION:	FDOT	FY 2027-28 STANDARD PLANS	TRAFFIC SEPARATORS	INDEX	SHEET
11/01/17					520-020	3 of 5

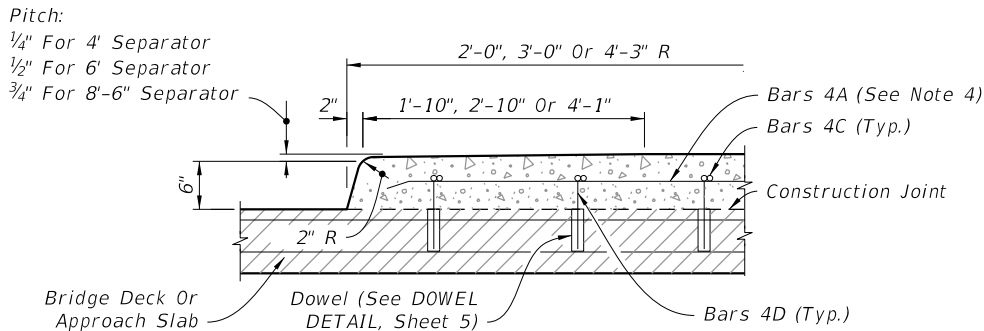


LONGITUDINAL SECTION (NOSE)

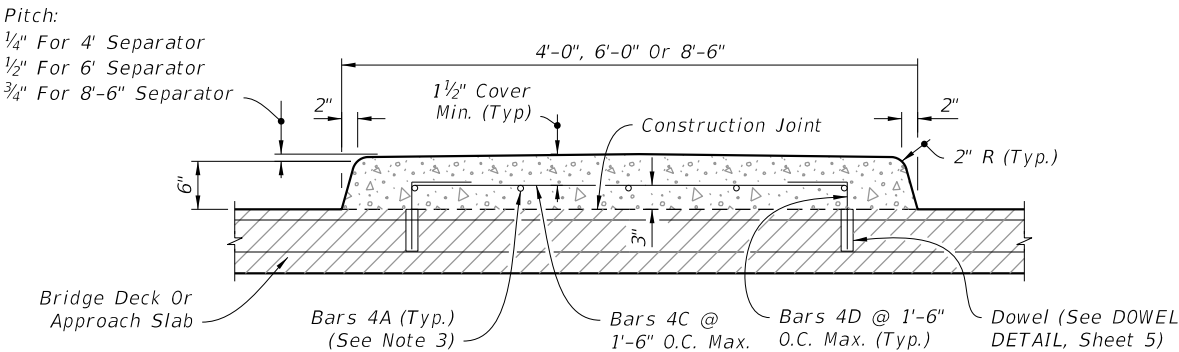


TRANSVERSE SECTION

OPTION I



LONGITUDINAL SECTION (NOSE)

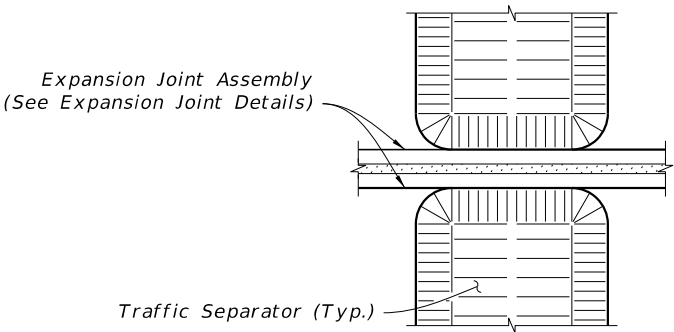


TRANSVERSE SECTION

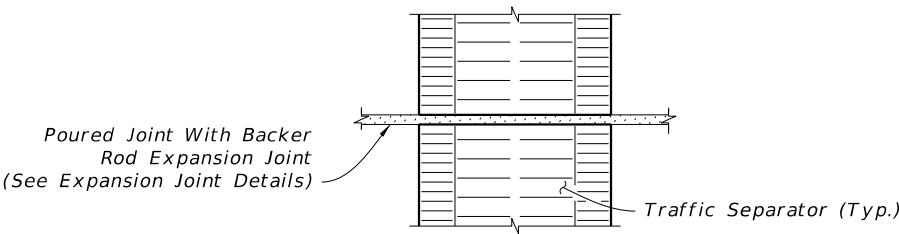
OPTION II

REINFORCING STEEL

(Bridge Deck Shown, Approach Slab Similar)



DETAIL AT EXPANSION JOINTS
(Strip Seal Shown, Other Armored Joint Types Similar)

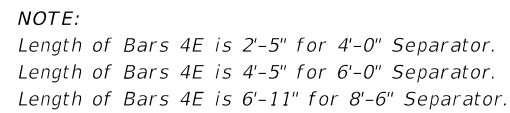


DETAIL AT POURED JOINT WITH BACKER ROD EXPANSION JOINTS

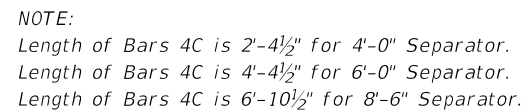
NOTES:

1. Treatment of separators on straight bridges shown. For additional notes and treatment of separators on skewed bridges, see Sheet 2.
2. Option II is not permitted on bridge decks with prestressing steel.
3. Bar Spacing:
4'-0" @ 3 equal spaces (continuous)
6'-0" @ 5 equal spaces (continuous)
8'-6" @ 7 equal spaces (continuous)
4. At the Contractor's option, a one piece bar may be substituted for Bars 4B and 4E.
5. Field bend and cut rebar as required to maintain cover.

LAST REVISION	DESCRIPTION:	FY 2027-28 STANDARD PLANS	TRAFFIC SEPARATORS	INDEX	SHEET
11/01/17				520-020	4 of 5



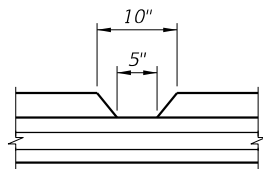
OPTION 1



OPTION II

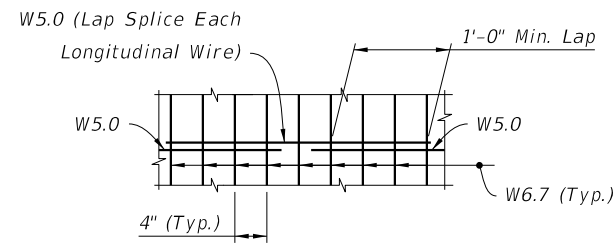
1. All dimensions are out to out.
2. The 8" vertical dimension shown for Bars 4B and 4D are based on a slab 8½" thick or greater without a wearing surface. If slab thickness is less than 8½", decrease this dimension by an amount equal to the difference in thickness. If a wearing surface is to be provided, increase this dimension by an amount equal to the wearing surface thickness.

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAM



See Structures Plans, Superstructure Sheets for location(s) of drainage joints. Locations for drainage joints shall be limited to the constant width section of separator.

*DRAINAGE JOINT DETAIL
(For 5" Opening Or Less)*



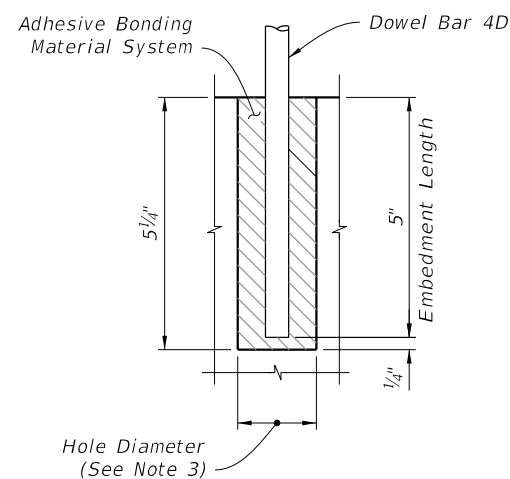
SPLICE DETAIL
(Between WWR 3 x 4 - W5.0 x W6.7 Sections)

OPTION A Use Welded Wire Reinforcement 3 x 4 - W5.0 x W6.7 as required by plans in place of Bars 4A, 4B and 4E. Bend the Welded Wire Reinforcement to the dimensions of Bar 4B shown in the Bending Diagram for Reinforcing Steel Option I.

OPTION B: Use Welded Wire Reinforcement 3 x 4 - W5.0 x W6.7 as required by plans in place of Bars 4A and 4C shown in Reinforcing Steel Option II.

NOTE: Welded Wire Reinforcement to consist of smooth wire meeting the requirements of Specification 931.

ALTERNATE REINFORCING STEEL DETAILS
(Welded Wire Reinforcement)



1. Shift Dowel Holes to clear if existing reinforcement is encountered.
2. Provide and install an adhesive bonding material system in accordance with Specifications 416 and 937.
3. The dowel hole diameter is to meet adhesive bonding material system manufacturer's requirements.

DOWEL DETAIL

ESTIMATED TRAFFIC SEPARATOR QUANTITIES:

CONSTANT WIDTH OF SEPARATOR:

<u>TYPE "E"</u>	<u>TYPE "F"</u>
4'-0" Width = 0.056 CY per Ft.	- 0.072 CY per Ft.
6'-0" Width = 0.089 CY per Ft.	- 0.112 CY per Ft.
8'-6" Width = 0.132 CY per Ft.	- 0.164 CY per Ft.

	<u>TYPE "E"</u>		<u>TYPE "F"</u>
4'-0" Width =	0.080 CY	-	0.109 CY
6'-0" Width =	0.193 CY	-	0.257 CY
8'-6" Width =	0.403 CY	-	0.536 CY

(All quantities are based on an 8½" slab.)

4'-0" Width - 6.37 Lbs. per Ft.
6'-0" Width - 8.60 Lbs. per Ft.
8'-6" Width - 11.05 Lbs. per Ft.

4'-0" Width - 4.77 Lbs. per Ft.
6'-0" Width - 7.00 Lbs. per Ft.
8'-6" Width - 9.45 Lbs. per Ft.