

# Origination Form

## Proposed Revisions to a Standard Plans Index

<b>Originator:</b>	Turley, Joshua	<b>Index Number:</b>	521-428
<b>Date:</b>	4/18/2024	<b>Sheet Number(s):</b>	4
<b>E-mail:</b>	Joshua.Turley@dot.state.fl.us	<b>Index Title:</b>	TRAFFIC RAILING - (42" SINGLE-SLOPE)

### Summary of the changes:

Sheet 4: Added a missing dimension to Bar 5V in the STEEL BENDING DIAGRAM

### Commentary/Background:

Missing dimension added for clarity.

Other Affected Documents/Offices	Person Contacted	Affected (Yes/No)
Other Standard Plans		No
Florida Design Manual		No
Standard Specifications		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No

### Implementation

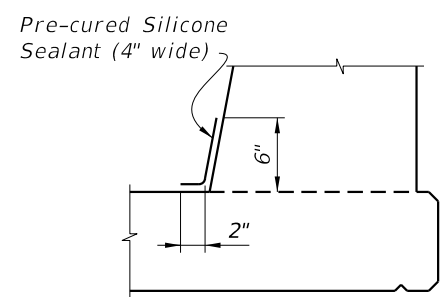
["FY-Standard Plans (Next Release)"]

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
P	5	7'-0"
S1	6	As Req'd.
S2	5	As Req'd.
T1 & T2	6	10'-0"
V	5	5'-9"

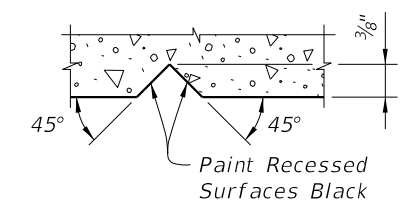
ROADWAY CROSS-SLOPE	LOW GUTTER	HIGH GUTTER
	∅B	∅B
0% to 2%	101°	101°
2% to 6%	98°	104°
6% to 10%	95°	107°

∅A and ∅B shall be 90° if Contractor elects to place Railing perpendicular to the Deck.



DETAIL "C" - SECTION AT INTERMEDIATE OPEN JOINT

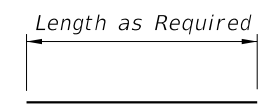
- INTERMEDIATE JOINT SEAL NOTES:
1. At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant in accordance with Specification Section 932.
  2. Apply sealant prior to any Class V finish coating and remove all curing compound and loose material from the surface prior to application of bonding agent.
  3. The cost of the Pre-cured Silicone Sealant shall be included in the Contract Unit Price for the Traffic Railing.



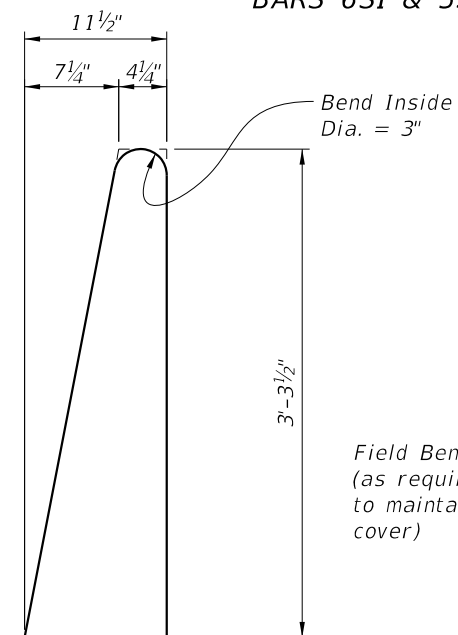
SECTION THRU RECESSED "V" GROOVE TO FORM INSCRIBED LETTERS AND FIGURES

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.143
Reinforcing Steel	LB/LF	39.34

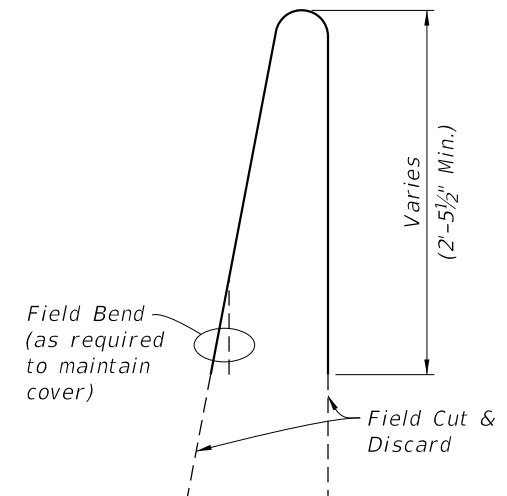
Note:  
The estimated railing quantities are based on a 2% deck cross slope; railing on low side of deck.



BARS 6S1 & 5S2

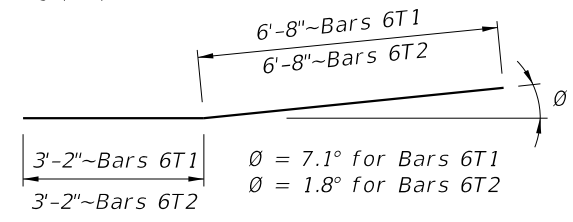


STIRRUP BAR 5P

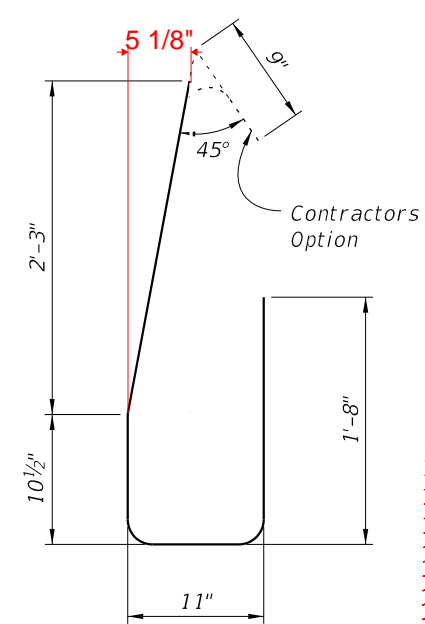


TRANSITION STIRRUP BAR 5P  
To Be Field Cut (10 of each required per Railing End Transition)

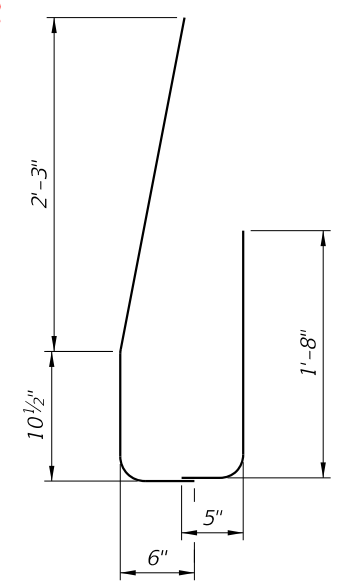
ADDED: Dimension



TRANSITION BARS 6T1 & 6T2  
(2~Bars 6T1 & 3~Bars 6T2 required per Railing End Transition)



STIRRUP BAR 5V



END STIRRUP BAR 5V  
To Be Field Cut and Lapped

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.
3. Bars 6S1 may be continuous or spliced at the construction joints. Lap splices for Bars 6S1 and 5S2 shall be a minimum of 3'-0" and 2'-2", respectively.
4. The Contractor may utilize deformed WWR when approved by the Engineer. WWR must meet the requirements of Specification Section 931.

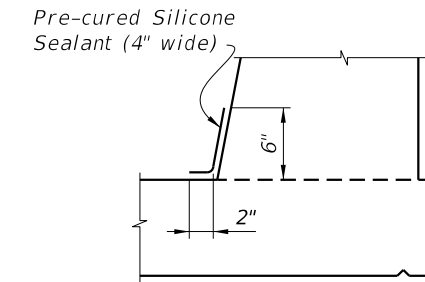
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CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

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ROADWAY CROSS-SLOPE	LOW GUTTER	HIGH GUTTER
	$\emptyset B$	$\emptyset B$
0% to 2%	101°	101°
2% to 6%	98°	104°
6% to 10%	95°	107°

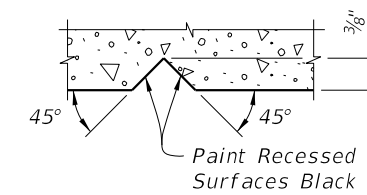
$\emptyset A$  and  $\emptyset B$  shall be 90° if Contractor elects to place Railing perpendicular to the Deck.



DETAIL "C" - SECTION AT INTERMEDIATE OPEN JOINT

INTERMEDIATE JOINT SEAL NOTES:

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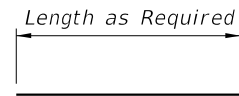


SECTION THRU RECESSED "V" GROOVE TO FORM INSCRIBED LETTERS AND FIGURES

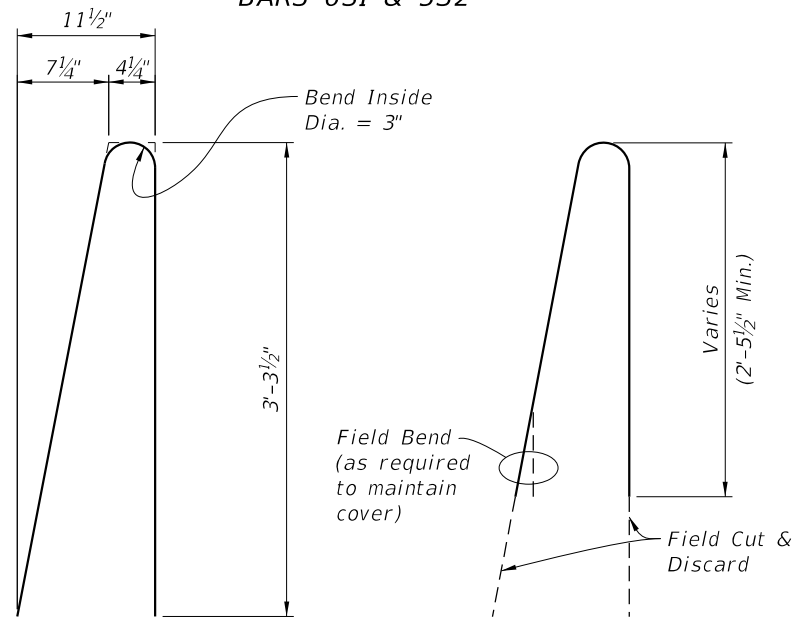
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Note:

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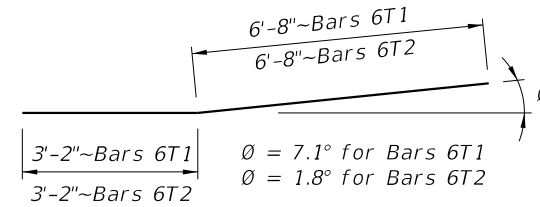


BARS 6S1 & 5S2

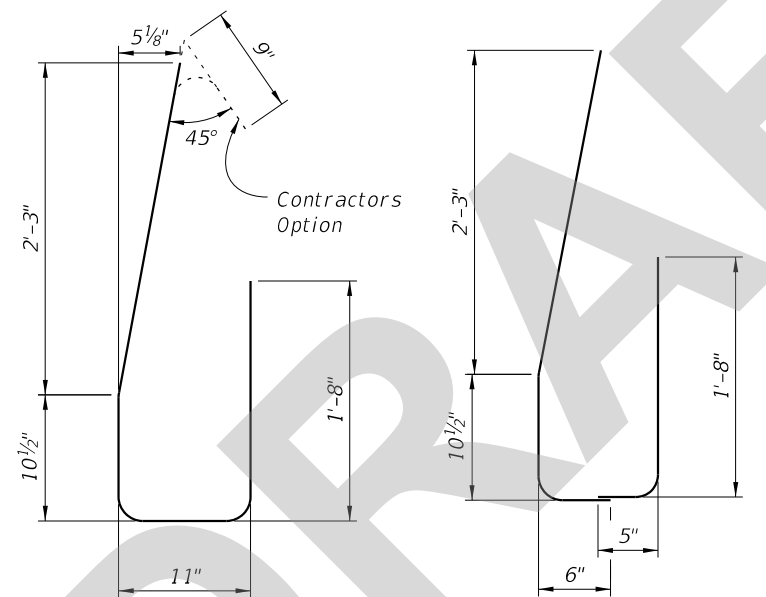


STIRRUP BAR 5P

TRANSITION STIRRUP BAR 5P  
To Be Field Cut (10 of each required per Railing End Transition)



TRANSITION BARS 6T1 & 6T2  
(2~Bars 6T1 & 3~Bars 6T2 required per Railing End Transition)



STIRRUP BAR 5V

END STIRRUP BAR 5V  
To Be Field Cut and Lapped

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