NOTES:
1. On approach end provide Index No. 402 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index No. 470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1” below existing concrete and grouted over.

CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index No. 470.
**SECTION A-A**

**TYPICAL SECTION THRU RAILING ON BRIDGE DECK**

**BILL OF REINFORCING STEEL**

<table>
<thead>
<tr>
<th>MARK</th>
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<tr>
<td>D</td>
<td>4</td>
<td>3'-7&quot;</td>
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<td>L</td>
<td>4</td>
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<tr>
<td>M</td>
<td>4</td>
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**BAR BENDING DIAGRAMS**

- **Dowel Bar 4D**
- **Dowel Bar 4L**
- **Bar 4M**

**NOTE:** All bar dimensions are out to out.

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**SECTION B-B**

**TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB**

(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

**CROSS REFERENCES:**
- For location of Section A-A see Sheet 1, 3 & 4.
- For location of Section B-B see Sheet 4.
- For location of Section C-C see Sheet 3.
- For application of Dim. A see Post Dimension Table on Index 470, Sheet 3.

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**VIEW C-C**

- Match Front Face of Thrie-Beam Guardrail along Bridge
- Existing Traffic Railing (Type Varies)
- Offset Blocks as required (Schemes 3 and 4 only)
- Match shape of existing curb
- Dowel Bars 4D (10" Embedment)
- Control Line (Projected from Bridge) (Schemes 3 & 4)
- Control Line (Schemes 5 & 6)
- Existing Wing Wall
- Existing Curb Overhang
- Thrie-Beam Guardrail
- Thick Neoprene Pad

**NOTE:** Shim with washers around Anchors as required to maintain tolerance.

**SHRINKAGE (Bar 4L):**

Offset may vary + 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.

**SHRINKAGE (Bar 4M):**

- 1'-2" x 10" x 3/8"
- 2" Ø x 8" Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5 1/2" Max. Depth)

**NOTE:**

- All bar dimensions are out to out.
SCHEME 1 NOTES:
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. 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.

SCHEME 2 NOTES:
1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic and on bridges with flared Approach Slab Curb.
2. Field bend or tilt Dowel Bars 4D and Bar 4W within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 2

FY 2016-17
DESIGN STANDARDS

INDEX NO. 476
SHEET NO. 3 of 4

DESCRIPTION:

01/01/08 FLDOT

REVISED 01/01/08

LAST REVISED 01/01/08
PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post and Traffic Railing not shown for clarity)

SCHEMES 3 AND 4
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

SCHEMES 5 AND 6

RAIL END TREATMENT FOR WIDE CURB TYPE 2

SCHEMES 5 AND 6 NOTES:
1. Provide Transition Block (as shown) or Curb if Existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block of Curb shall match existing bridge curb. 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.