

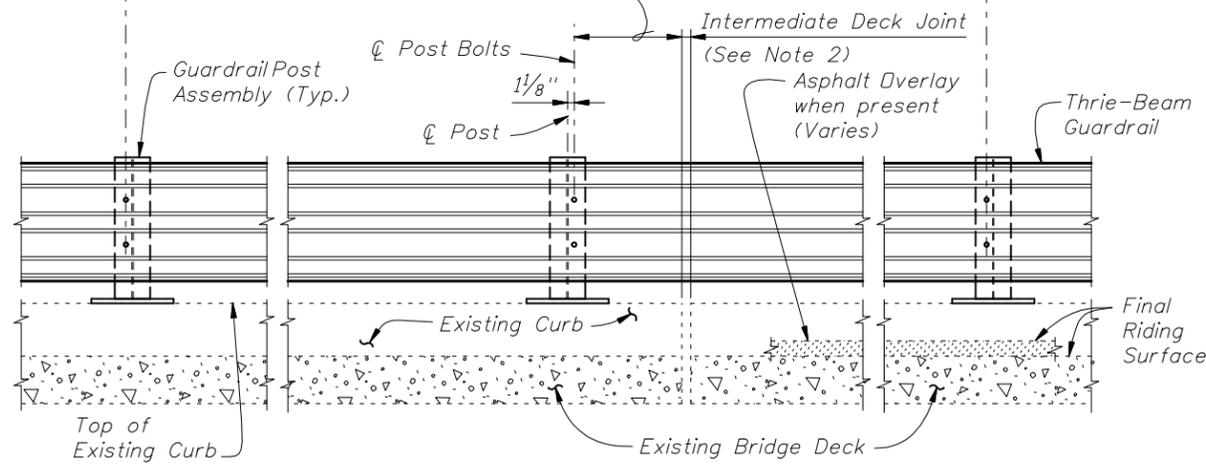
PARTIAL PLAN OF RAILING

⊘ Post Bolts and Match Line (Trailing End) (See Sheets 3 and 4)

⊘ Post Bolts and Match Line (Approach End) (See Sheets 3 and 4)

6'-3" spacing (Typ. except as noted along Bridge, see Note 2)

1'-6" Min. for non skewed joints. For treatment of skewed Intermediate Deck Joints see Skew Detail Index No. 470, Sheet 2 (Typ.)



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

==== TYPICAL TREATMENT OF RAILING ALONG BRIDGE ====

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:

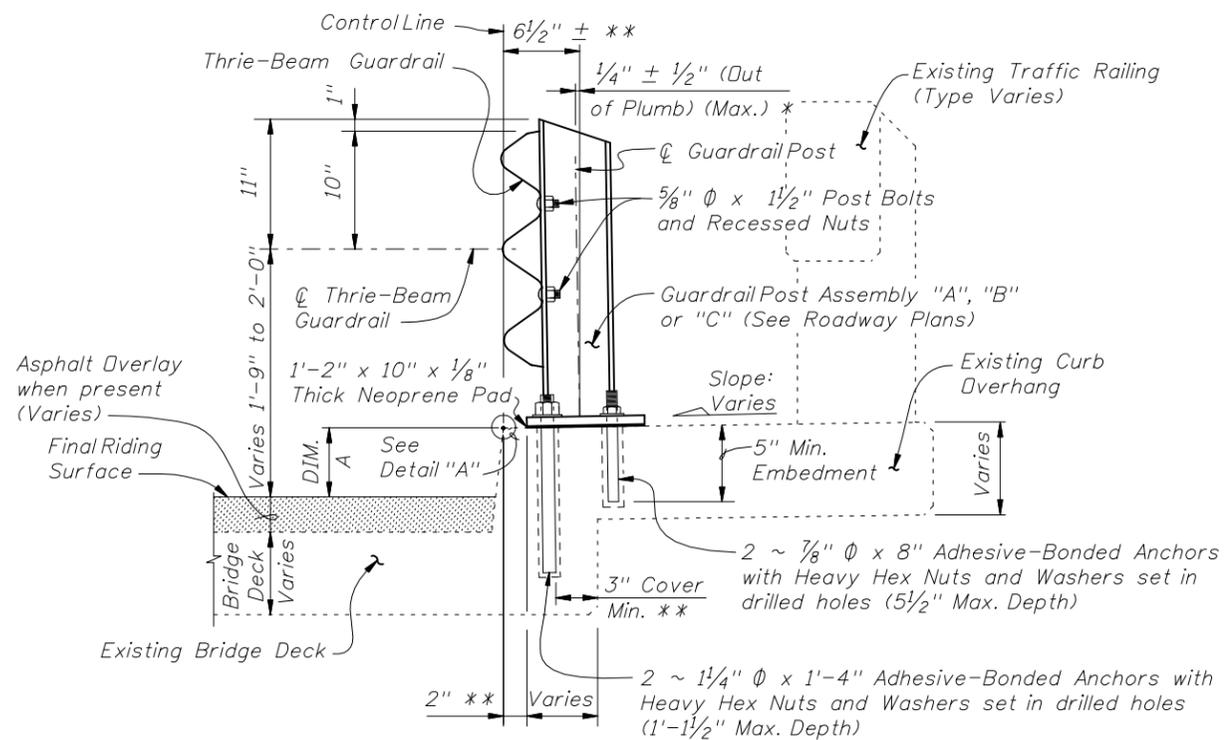
For Section A-A see Sheet 2.  
For Traffic Railing Notes and Details see Index No. 470.



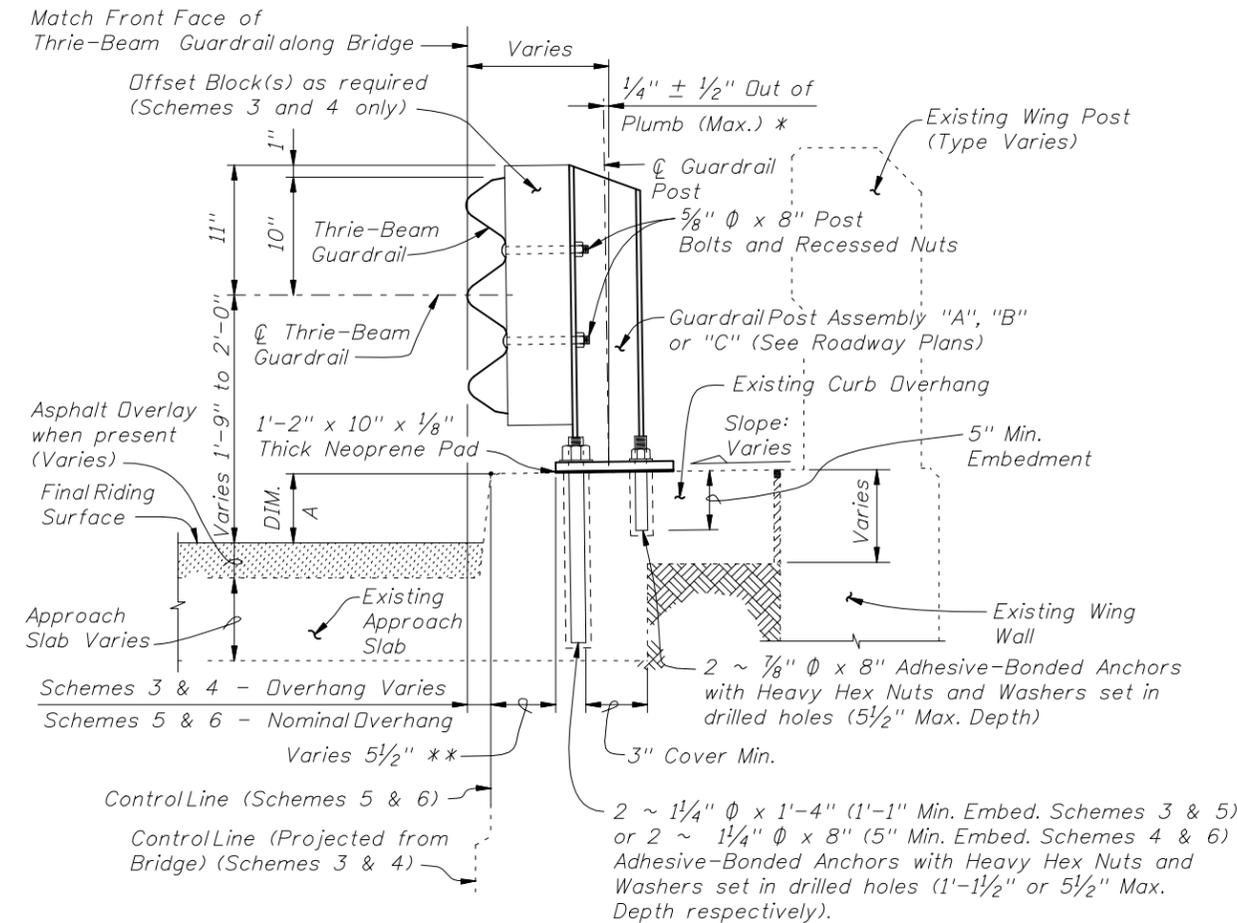
2010 FDOT Design Standards

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

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473	



SECTION A-A  
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



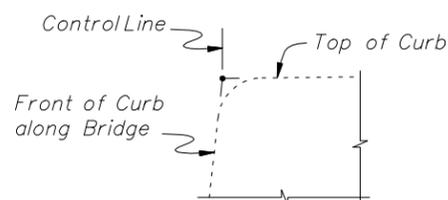
SECTION B-B  
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB  
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

\* Shim with washers around Anchor Bolts and Anchors as required to maintain tolerance.

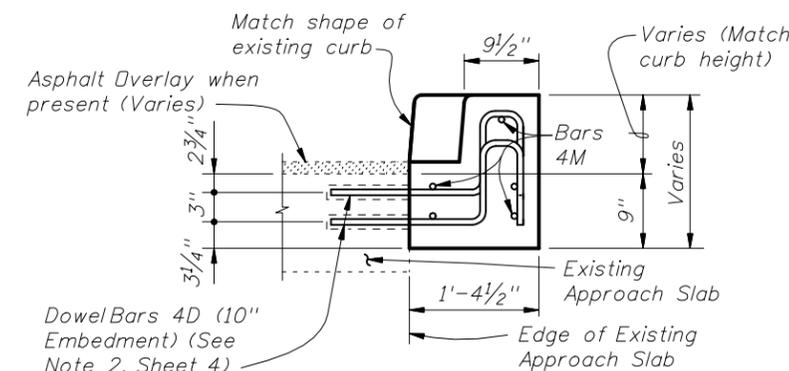
\*\* Offset may vary  $\pm 1$ " for Adhesive-Bonded Anchors and Anchor Bolts to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.

BILL OF REINFORCING STEEL			BAR BENDING DIAGRAMS	
MARK	SIZE	LENGTH		
D	4	3'-7"		DOWEL BAR 4D
L	4	4'-1"		DOWEL BAR 4L
M	4	2'-8"		BAR 4M

NOTE: All bar dimensions are out to out.



DETAIL "A"



VIEW C-C

CROSS REFERENCES:

For location of Section A-A see Sheet 1, 3 and 4.  
For location of Section B-B see Sheet 4.  
For location of View C-C see Sheet 3.  
For Traffic Railing Notes and Details see Index No. 470.  
For application of Dim. A see Post Dimension Table on Index 470, Sheet 3.



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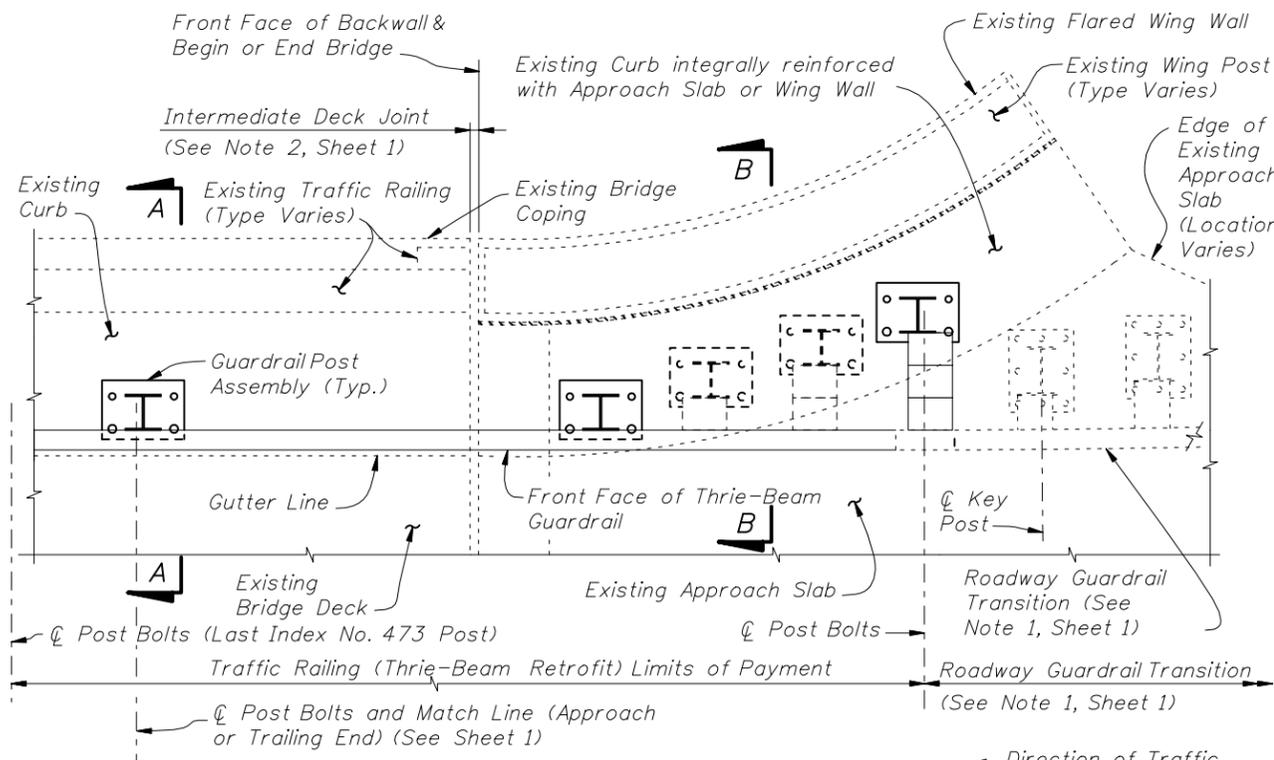
TRAFFIC RAILING - (THRIE-BEAM RETROFIT)  
WIDE STRONG CURB TYPE 2

Last Revision  
07/01/08

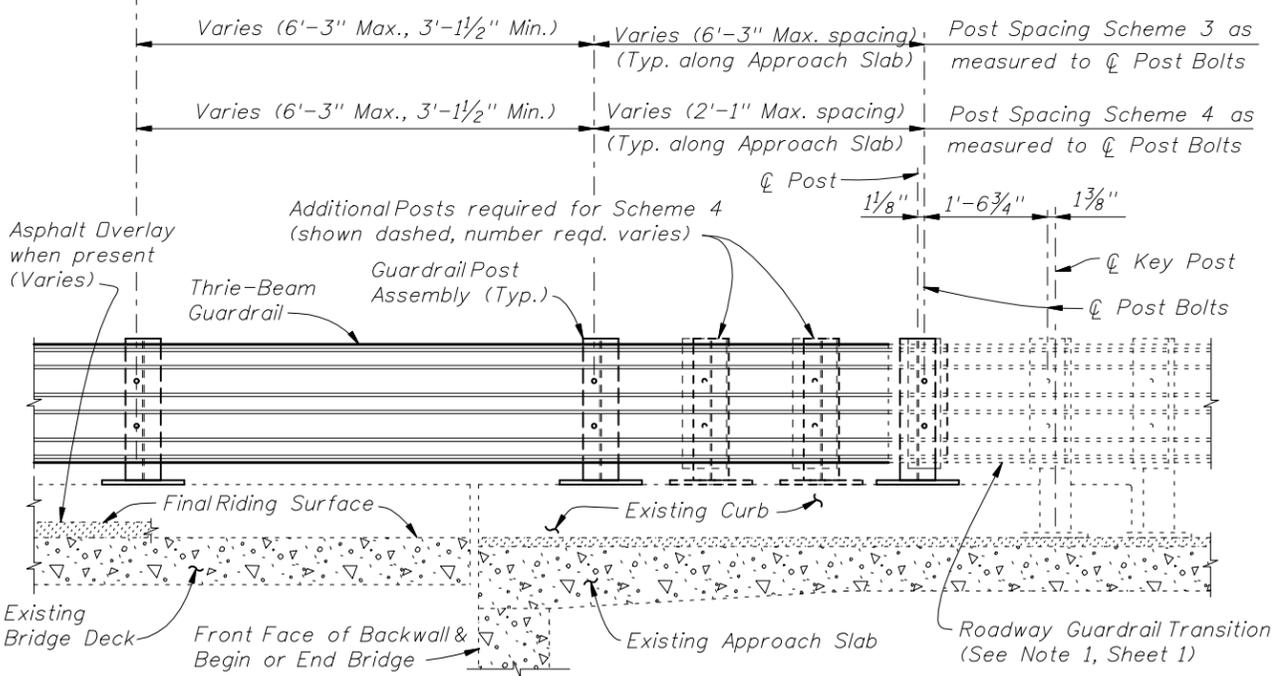
Sheet No.  
2 of 4

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473



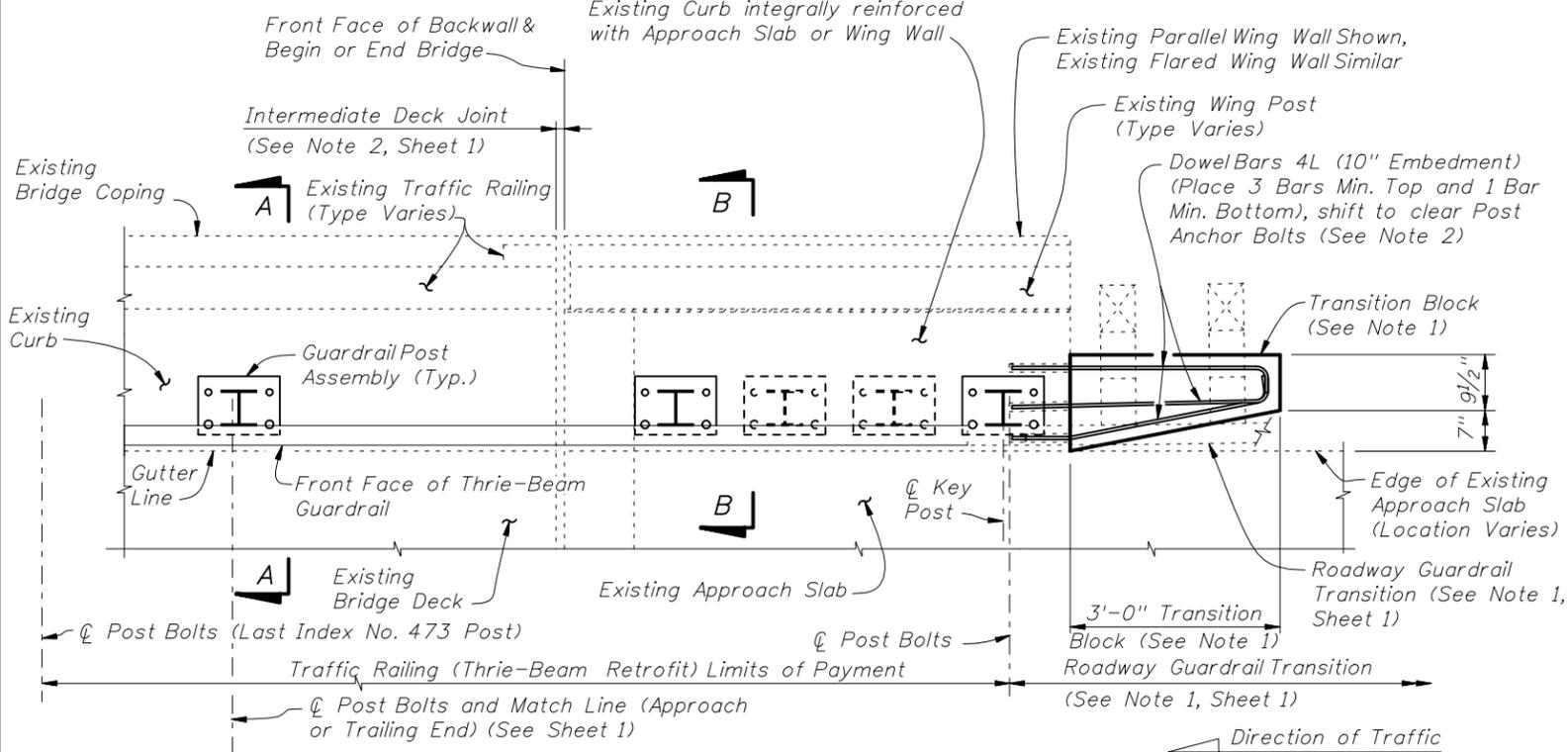


**PARTIAL PLAN OF RAILING**

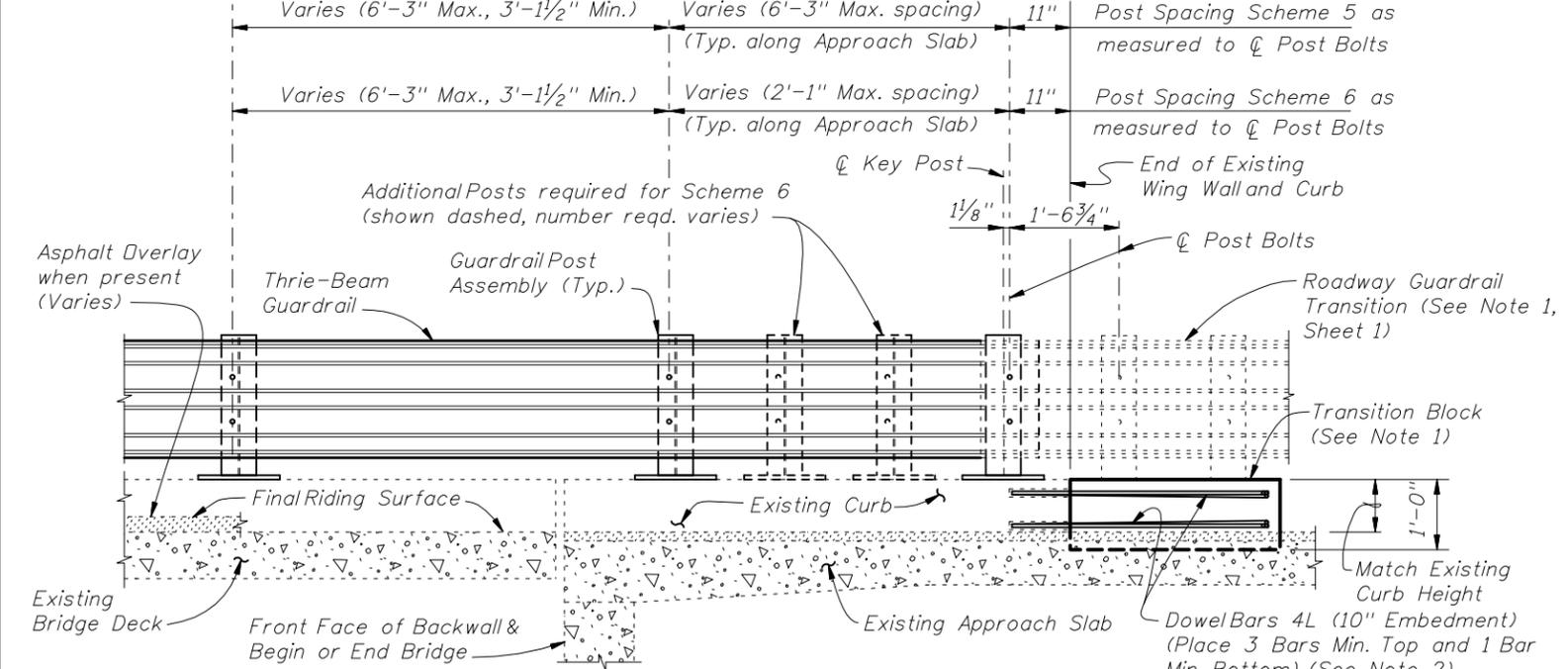


**PARTIAL ELEVATION OF INSIDE FACE OF RAILING**  
(Existing Wing Post and Traffic Railing not shown for clarity)

**SCHEMES 3 AND 4**  
**RAILING END TREATMENT FOR FLARED INTEGRAL CURBS**



**PARTIAL PLAN OF RAILING**



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

**SCHEMES 5 AND 6**  
**RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS**

- 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 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.

