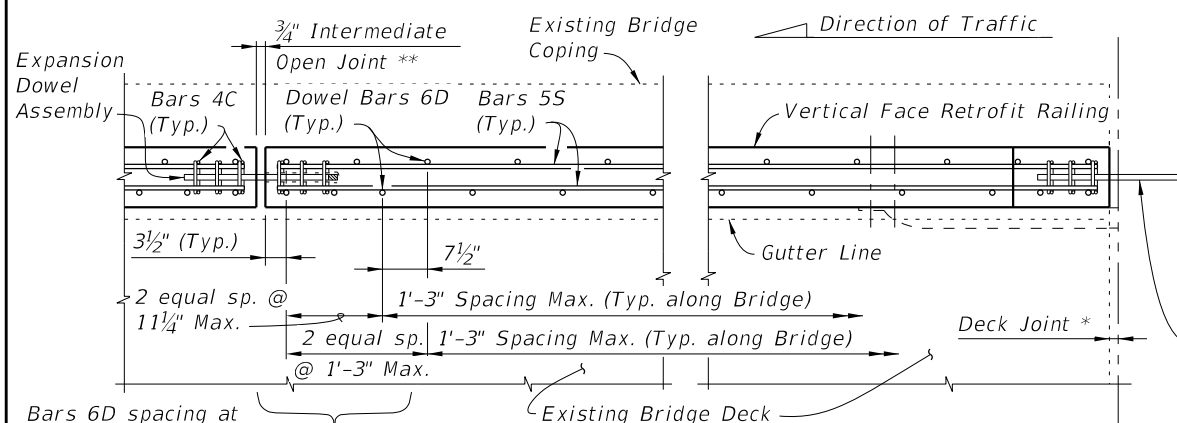
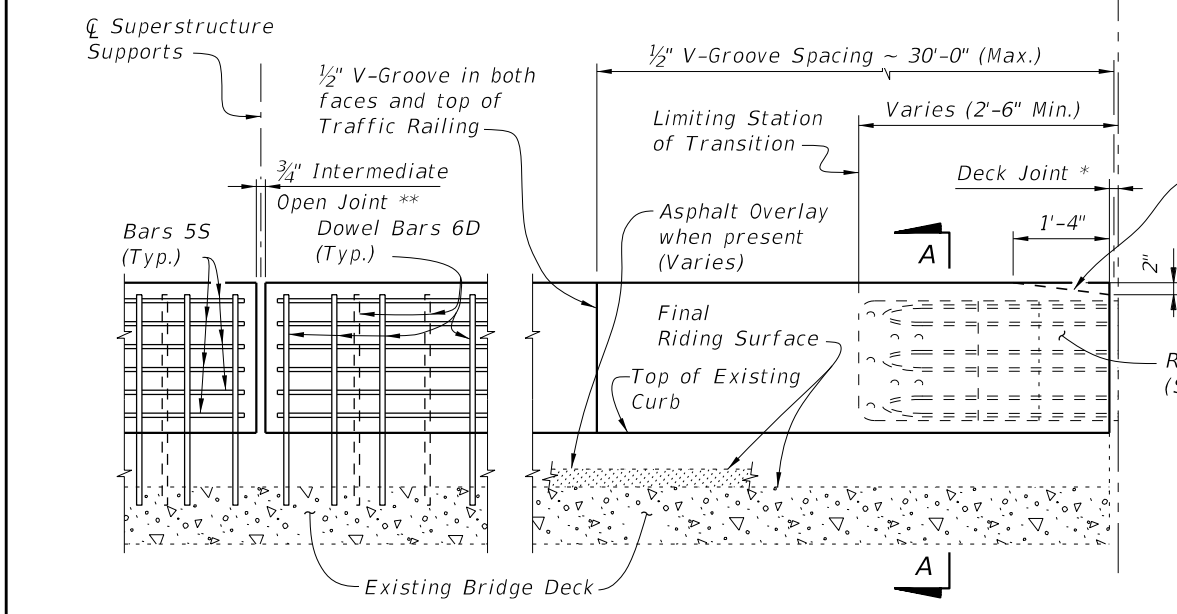


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**PARTIAL PLAN OF RAILING**

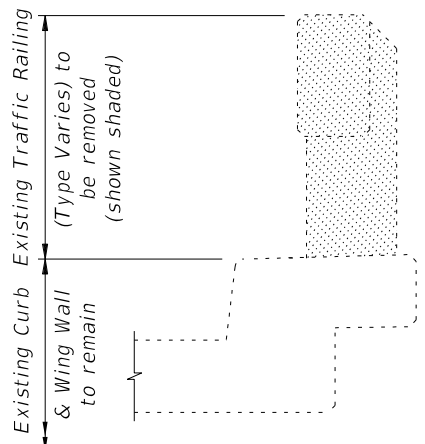
\* Non skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail, Index No. 480. Provide open Railing Joints at Deck Expansion Joint locations matching the dimension of the Deck Joint.  
 \*\* Provide 3/4" Intermediate Open Joints at :  
 (1) - Superstructure supports where slab is continuous.  
 \*\*\* Curb heights vary from 5" Min. to 1'-2" Max.



**PARTIAL ELEVATION OF INSIDE FACE OF RAILING**  
(Expansion Dowel Assemblies and Bars 4C not shown for clarity)

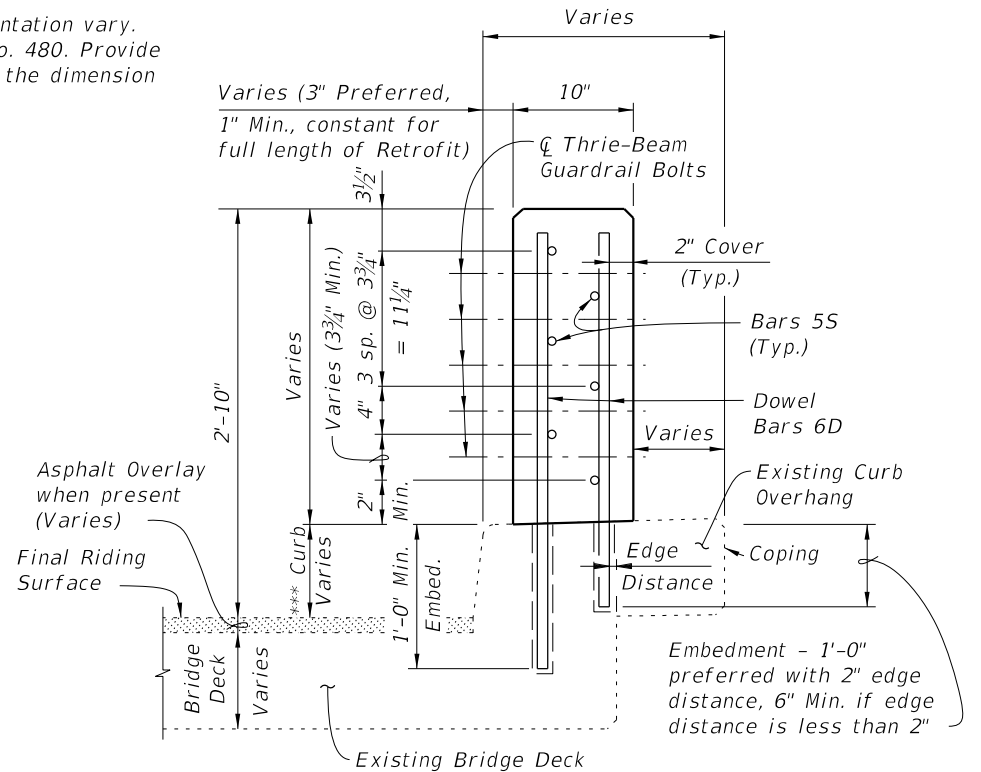
**TYPICAL TREATMENT OF RAILING ALONG BRIDGE**

- NOTES:**
1. On approach end provide a Roadway Guardrail Transition, Index No. 402 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2 or 3, Sheets 2 & 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of trailing end see Roadway Plans. If vertical face retrofit extends beyond bridge and approach slab ends, see Index No. 484 for treatment and Details.
  2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.
  3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

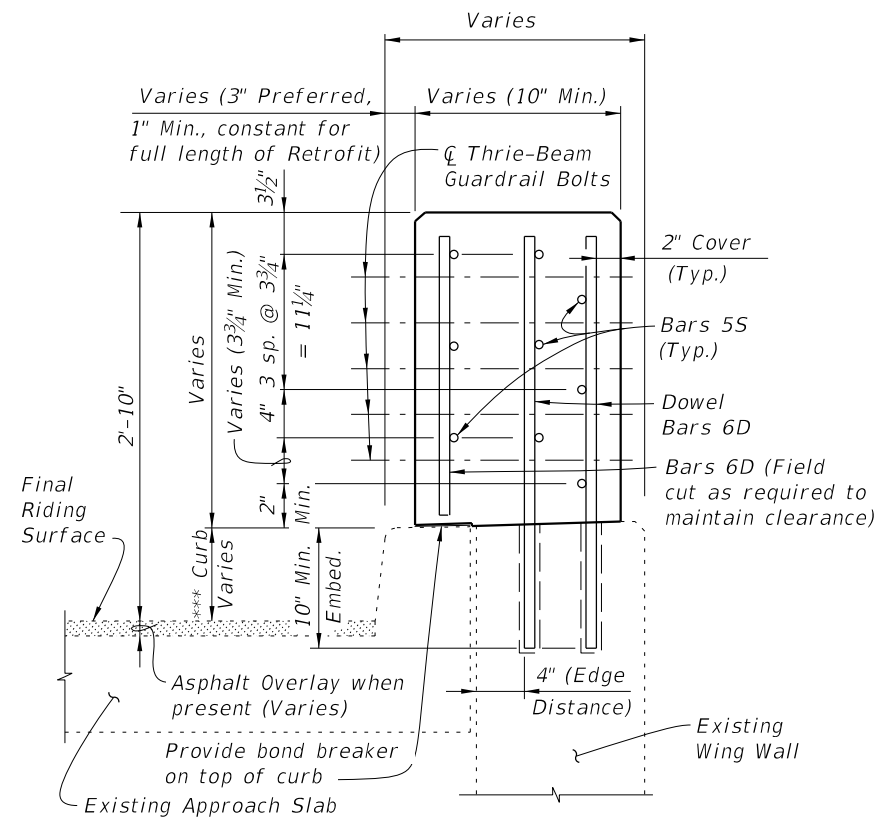


**TYPICAL SECTION THRU EXISTING TRAFFIC RAILING**  
SHOWING LIMITS OF REMOVAL  
(BRIDGE DECK SHOWN, WING WALL SIMILAR)

**CROSS REFERENCE:**  
 For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagram see Index No. 480.



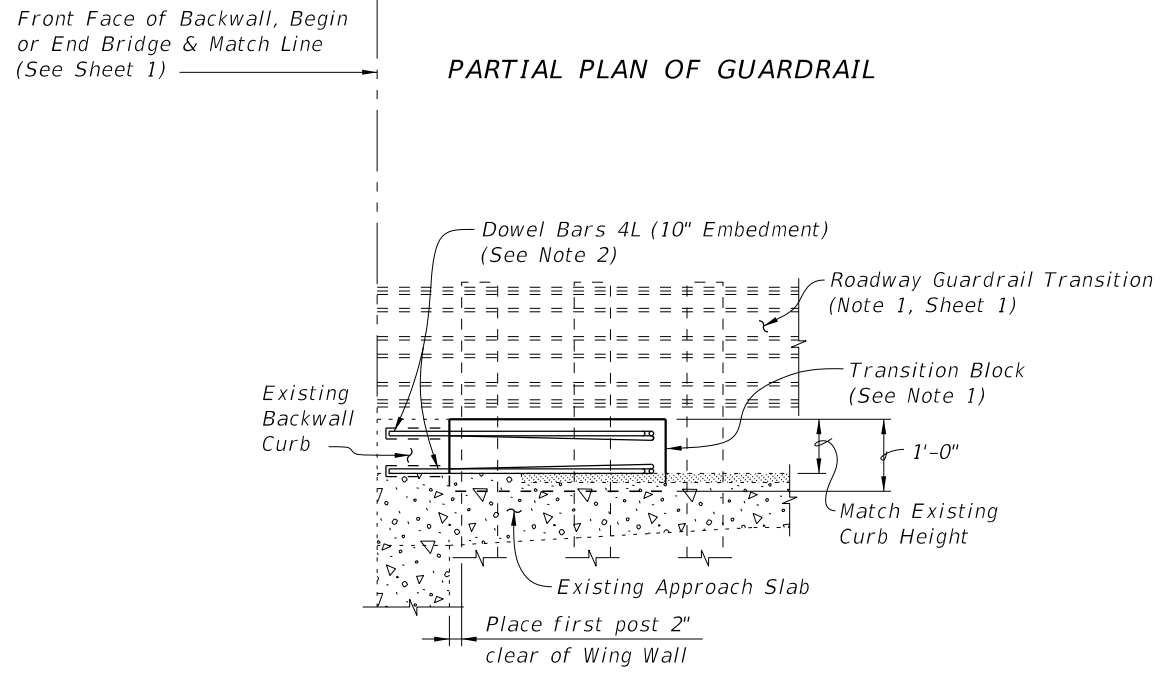
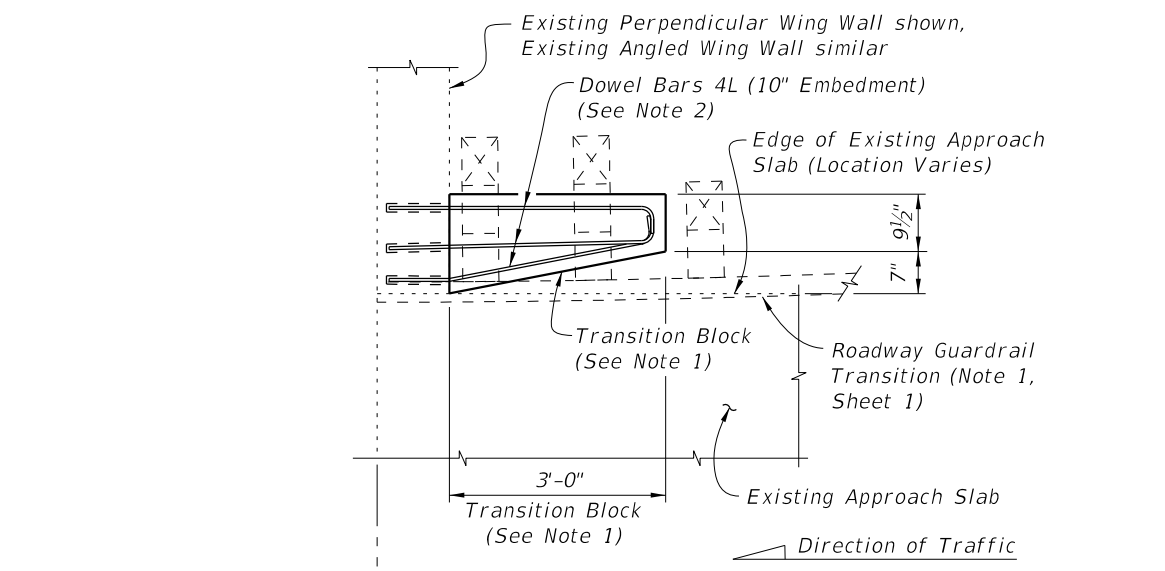
**SECTION A-A**  
**TYPICAL SECTION THRU RAILING ON BRIDGE DECK**



**SECTION B-B**  
**TYPICAL SECTION THRU RAILING ON WING WALL**

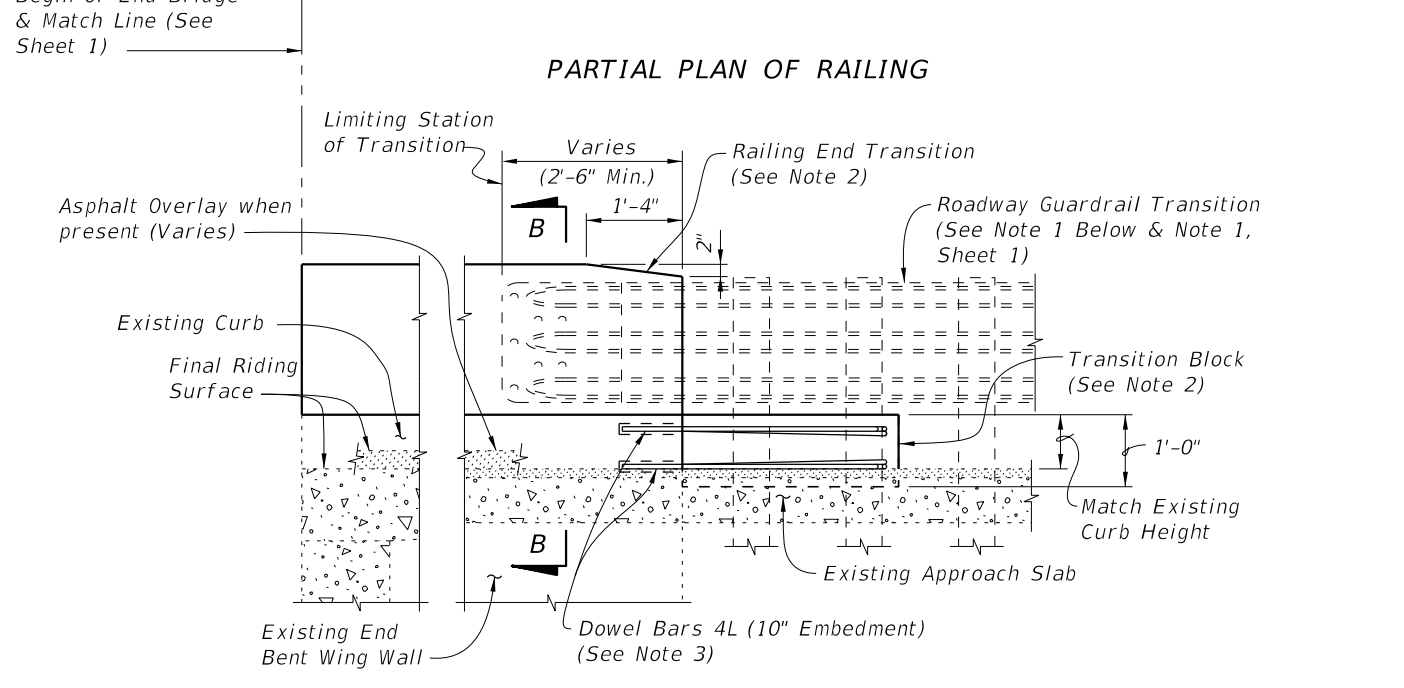
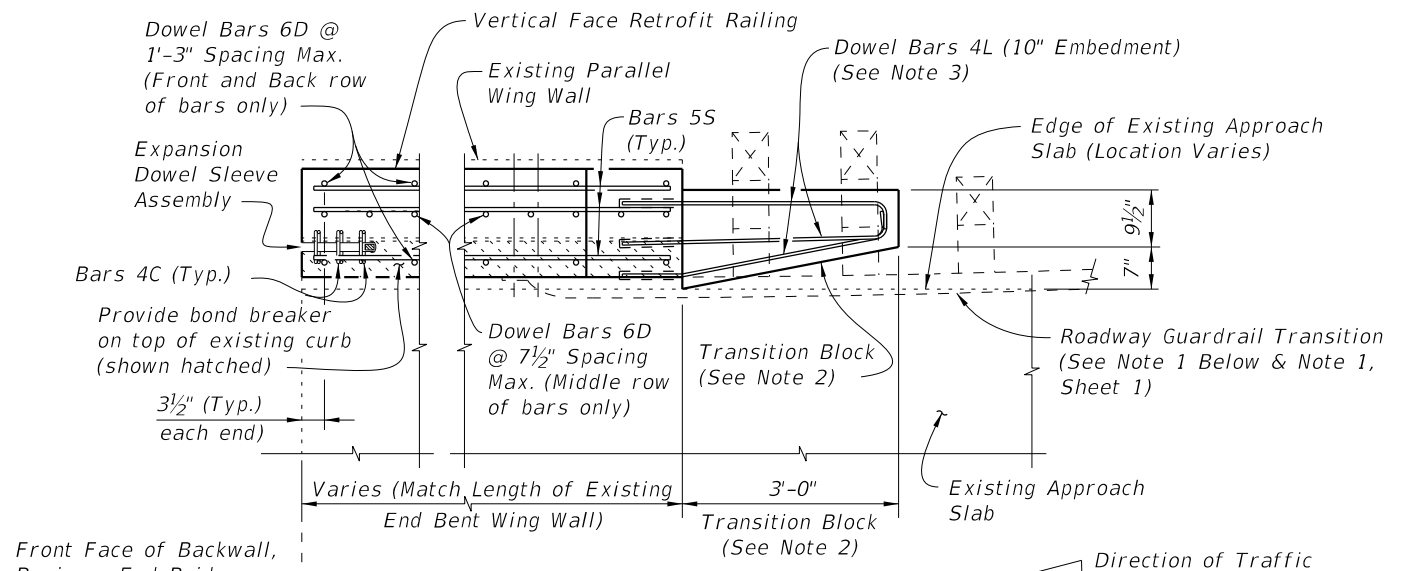
LAST REVISION	REVISION	DESCRIPTION:	<b>FDOT DESIGN STANDARDS</b> FY 2012/2013	<b>TRAFFIC RAILING - (VERTICAL FACE RETROFIT)</b> <b>INTERMEDIATE CURB</b>	INDEX NO. <b>483</b>	SHEET NO. <b>1</b>
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**PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL**  
**SCHEME 1**  
**RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS**

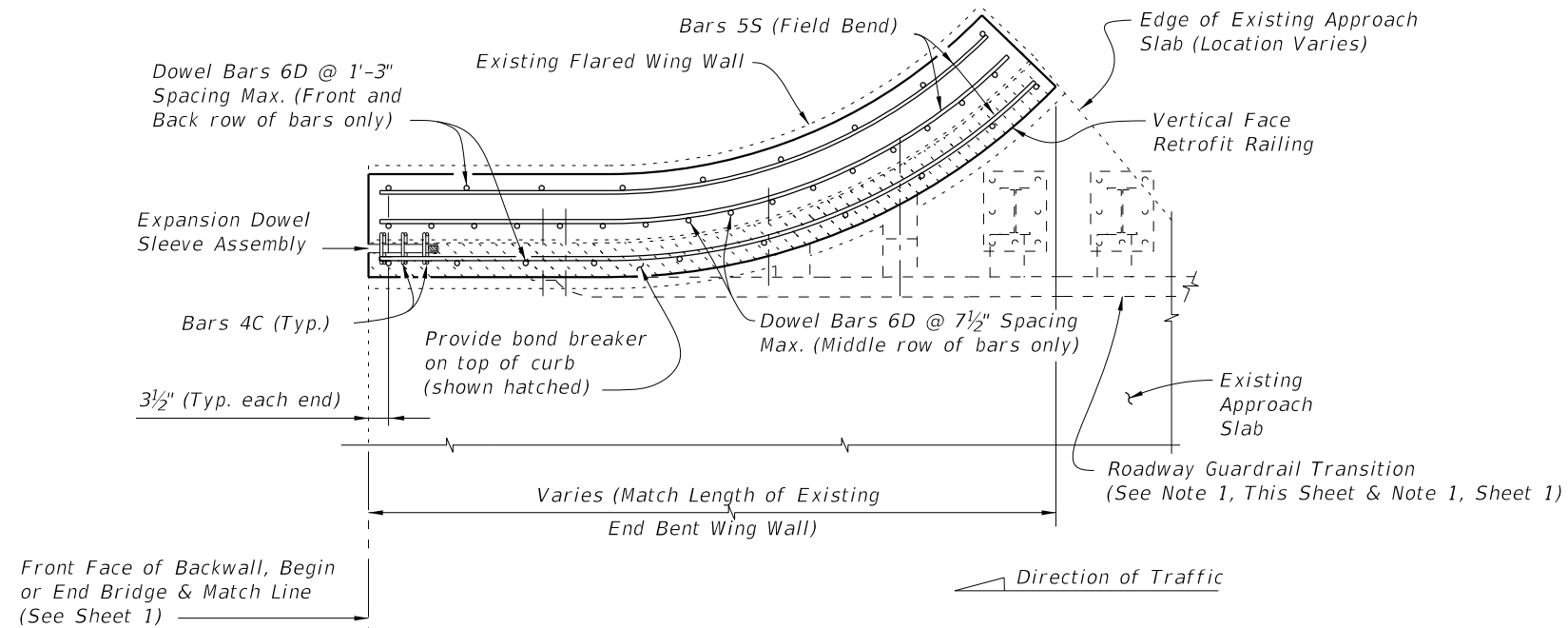
- SCHEME 1 NOTES:**
1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.
  2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
  3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.



**PARTIAL ELEVATION OF INSIDE FACE OF RAILING**  
**(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)**  
**SCHEME 2**  
**RAILING END TREATMENT FOR PARALLEL WING WALLS**

- SCHEME 2 NOTES:**
1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.
  2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.
  3. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

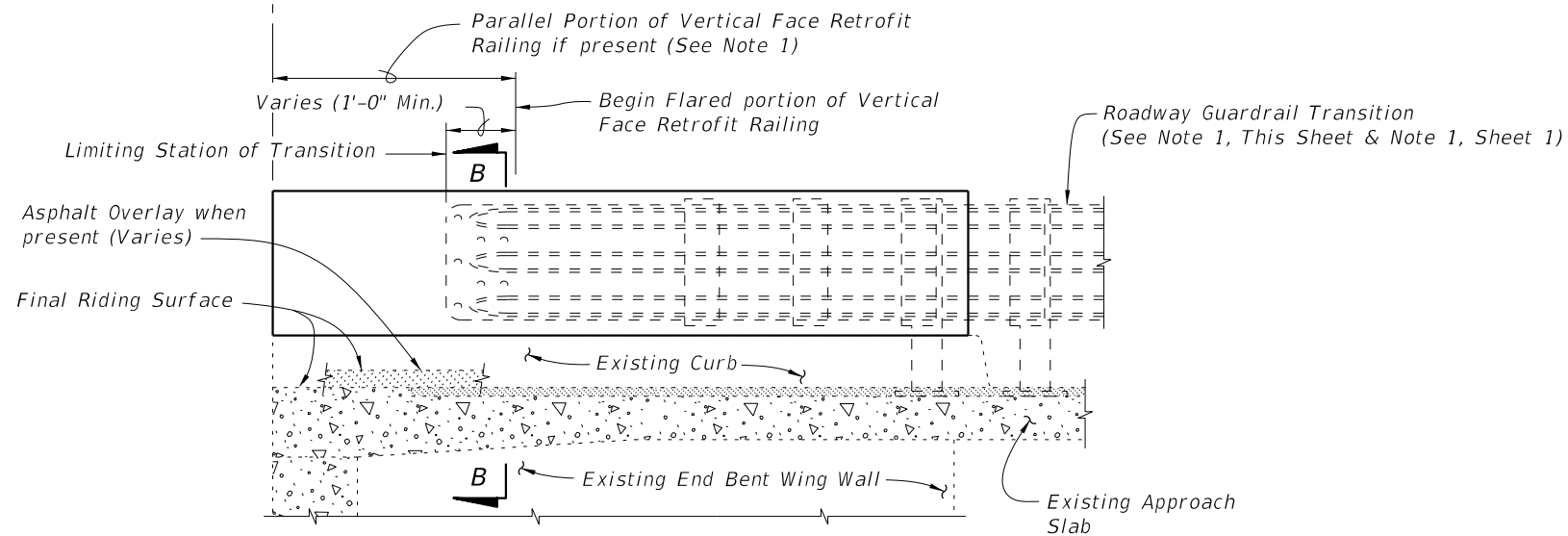
LAST REVISION	REVISION	DESCRIPTION:	 <b>FDOT DESIGN STANDARDS</b> FY 2012/2013	<b>TRAFFIC RAILING - (VERTICAL FACE RETROFIT)</b> <b>INTERMEDIATE CURB</b>	INDEX NO. <b>483</b>	SHEET NO. <b>2</b>
07/01/07						



**SCHEME 3 NOTE:**

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.

**PARTIAL PLAN OF RAILING**



**PARTIAL ELEVATION OF INSIDE FACE OF RAILING**  
(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

**SCHEME 3**  
**RAILING END TREATMENT FOR**  
**FLARED WING WALLS**

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