NOTES

SPECIFICATIONS:
1. General Specifications:
2. Design Specifications:

DESIGN CONSIDERATIONS:
1. Design is based on the assumption that the material contained within the reinforced soil volume is consistent with the design and analysis of precast concrete panels and embankments. The foundation for the pile wall is assumed to be free from subsurface drainage of water (leakage).
2. It is the responsibility of the Engineer to determine that the maximum factored bearing pressure shown for the wall does not exceed the factored bearing resistance of the foundation for that specific wall location.
3. The Wall Company is responsible for internal stability of the wall. External stability design, including foundation and slope stability, is the responsibility of the Engineer of Record.

SOIL PARAMETERS:
1. See Wall Control Drawings for soil characteristics of foundation material to be used in the design of the wall system. The Contractor will provide soil data and parameter values for foundation materials based on the actual soil characteristics utilized at the site. Provide the values of unit weight, cohesion, and internal friction angle in the Shop Drawings.

MATERIALS:
1. Concrete class and minimum compressive strength (fct):
   a. For precast wall facing panels and leveling pads, use Class II concrete for slightly aggressive environments and Class IV concrete for moderately or extremely aggressive environments. Provide all concrete except for precast wall facing panels and leveling pads in accordance with Specification Section 548. Provide concrete for precast wall-facing panels and leveling pads in accordance with Specification Section 548.
   b. For precast wall facing panels only, see Wall Control Drawings.
   c. Provide reinforcing steel for systems with non-metallic soil reinforcement and metallic soil reinforcement above the 200 year flood elevation in accordance with Specification Section 548. For reinforcing steel requirements for systems with metallic soil reinforcement below the 200 year flood elevation see Wall Control Drawings.
   d. Provide metallic soil reinforcement in accordance with Specification Section 548.
   e. Payment for Dowel Bars 4D used with precast or CIP, capillary wick made under Retaining Wall System (Permanently).

QUALIFIED PRODUCTS:
1. Manufacturers seeking approval of proprietary retaining wall systems for inclusion on the Wall Control Products List must submit an OPL Product Evaluation Application along with design documentation, vendor Drawings, wall system construction manual, and other information as required in the Retaining Wall System OPL Application. The specific wall system is designed to meet all specified requirements. Project specific Shop Drawings are required for OPL approved wall systems (see Shop Drawing Requirements below).

SHOP DRAWING REQUIREMENTS:
The successful bidder will submit the final design of the wall for review as Shop Drawings. Details and Design Criteria shown on Shop Drawings shall not deviate from those shown on the approved OPL Vendors Drawings. The Shop Drawings will include detailed design, computations, and all details, dimensions and quantities necessary to construct the wall. The design and fully detailed plans shall be prepared by current FDOT standards at time of bidding and will include, but not be limited to, the following information as requested:

1. Provide an elevation view of the wall indicating:
   a. All dimensions/Staings at the top of the leveling pad or footing and bottom of footing for the beginning retaining wall, at breaks in vertical alignment, all wall sections and every 25 ft.
   b. Panel designations and the length, size, and designation of soil reinforcement in elevation view.
   c. Location of the proposed finished ground line.
2. Provide a plan view detailing the horizontal alignment and offsets from the horizontal alignment at the top of the leveling pad or footing.
3. Show in plan and elevation all utilities, sign supports, light pole pilasters, drainage swales, drainage pipes, etc., that are included in the plan view of the horizontal alignment, including those for future widening, as shown on Foundation Layout Drawings.

GENERAL NOTES

PERMANENT RETAINING WALL SYSTEMS

2008 FDOT Design Standards
Sheet No. 5001
Page No. 19
### Table of Foot Wall Types

<table>
<thead>
<tr>
<th>Wall Type</th>
<th>GNL Item</th>
<th>Typical Wall Construction</th>
<th>Durability Factors</th>
<th>Other Allowable Wall Types</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Concrete Cover</td>
<td>Concrete Class</td>
<td>Calcium Nitrates</td>
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<td>Type 1</td>
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<td>No</td>
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<td>Type 1C</td>
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<tr>
<td>Type 2C</td>
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<td>3&quot; IV N</td>
<td>No</td>
</tr>
<tr>
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<tr>
<td>Type 2E</td>
<td>Yes</td>
<td>MSE Walls</td>
<td>3&quot; IV N</td>
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<tr>
<td>Type 3</td>
<td>Yes</td>
<td>Temporary Walls</td>
<td>n/a</td>
<td>metal/plastic</td>
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</tbody>
</table>

### Foot Wall Type Table Notes

1. Listed in the Plans: Wall Type combines both Settlement Limitations and Durability Factors.

2. Amount of wall settlements that will occur in its design life and includes both short and long term settlements. Short term settlements occur during construction and may contain elastic deformation and densification settlement. Long term settlements continue after the completion of the wall and may include consolidation and secondary consolidation/creep settlements.

3. Settlements along the alignment of and perpendicular to the wall face usually are not uniform. Expansion joints for cast-in-place walls and slip joints for MSE walls are provided to control wall and wall element cracks, respectively.

4. Includes all underground walls and walls submerged in water.

5. For concrete requirements, see Specification Section 346 using slightly aggressive environment.

6. For concrete requirements, see Specification Section 346 using extremely aggressive environment.

7. "Other Allowable Wall Types" listed with an "X" have Settlement Limitations and Durability Factors greater than those required by the "Wall Type" (Column 1).

### Typical Retaining Wall Section with a Traffic Railing

(MSE Wall Type Shown, Others Similar)
(Showing Limits of the Reinforced Soil Volume)

### Typical Retaining Wall Section Without a Traffic Railing

(MSE Wall Type Shown, Others Similar)
(Showing Limits of the Soil Volume)
C.I.P. COPING – PARTIAL ELEVATION VIEW

**PRECAST AND C.I.P. COPING NOTES:**
1. DowelBars 40 extend 1-0" above the top of retaining wall panel. Field cut as necessary to maintain 2" minimum cover. See Wall Company Drawings for number and spacing of DowelBars 40.

**SECTION A-A**

**C.I.P. COPING**

**SECTION B-B**

**PRECAST COPING**

**PRECAST COPING – PARTIAL ELEVATION VIEW**
BILL OF REINFORCING STEEL

REINFORCING STEEL NOTES:
1. All bar dimensions in the bending diagrams are cut-to-length.
2. Reinforcing steel at the joint will require a 2" minimum cover.
3. Bars #4 may be continuous or spliced at the construction joints. Lap splices for Bars #4 will be a minimum of 1'-6".
4. The Contractor may use Welded Wire Reinforcement when approved by the Engineer. Welded Wire Reinforcement will conform to ASTM 4497.

SYMBOLS:
- S = Slightly Aggressive
- M = Moderately Aggressive
- E = Extremely Aggressive

BARS 4A & 4B
- Length as Required

DOWEL BAR 4D
- Length as Required

BAR 4U1
- 2" Min. Cover
- Field cut as required to maintain 2" minimum cover
- Varies

BAR 4U2
- 3" Min. Cover (Top & Sides)
- Varies

BAR 4U3
- 3" Min. Cover (Top & Sides)
- Varies

C.I.P. COPING ENCLOSURE DETAIL

C.I.P. COPING USED WITH PRECAST COPING
Note: When precast coping units do not fit the entire length of the retaining wall, use this similar C.I.P. coping for short portions between precast coping units. This C.I.P. coping may also be used for vertical copings.

SECTION C-C

PRECAST AND C.I.P. COPING DETAILS

PERMANENT RETAINING WALL SYSTEMS
EXPANSION JOINT DETAIL

(Junction Slab expansion joints are to coincide with 3/8" open joints in Traffic Railing)

CROSS REFERENCE: For Detail "A", see Sheet 7 of 19.

JUNCTION SLAB NOTES:
1. CONSTRUCTION REQUIREMENTS: Construct the Junction Slab level, transversely and longitudinally. Failure to do so will not result in a Grade A slab. An insulated back-up strip is not permitted.
2. APPLICATIONS: This junction slab is only applicable for a Traffic Railing. In this instance, the Traffic Railing is not allowed.
3. REINFORCING STEEL: Dowel Load Transfer Devices shall be ASTM A36 with a yield point of 36 ksi and shall be furnished in accordance with Specification Section 902. Install Dowel Load Transfer Devices in accordance with Specification Section 902.
5. Provide and install Performed Expansion Joint Details in accordance with Specification Section 902.
6. Construct V-Grooves in junction slabs and C.I.P. copings plumb and provide at 90° - 90° maximum intervals as shown. Space V-Grooves equally between 1/2" Expansion Joints and/or begin or end Expansion Joint at a point of Maximum Sugarloaf on the Traffic Railing.
7. FILL REQUIREMENTS: Shoulder or Roadway Filling or Pavement Fill is required on top of the Junction Slab for its entire length on the traffic side of the Traffic Railing. See Typical Sections on Sheet Nos. 5 and 7 of 19 for details.
8. Spacing shown along the Gutter Line.
9. For Precast Coping only, Dowel Bars 40 are to extend 1/0" above the top of the traffic barrier, except for the top of the bottom panel, see Wall Company Drawings for number and spacing of Dowel Bars 40.
10. Work this Index with the following:
Index No. 429 - Traffic Railing (132" F-Shape)
Index No. 430 - Traffic Railing (132" F-Shape)
PARTIAL END VIEW OF TRAFFIC RAILING END
TRANSITION FOR GUARDRAIL ATTACHMENT
(Shown Bars 5V and Bars 5S)
(Precast Coping Shown, C.I.P. Coping Similar)

NOTE: See Index No. 420 and Index No. 425, Detail "A" for details.

ESTIMATED QUANTITIES FOR PRECAST COPING

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete (Precast Coping)</td>
<td>CY</td>
<td>0.922</td>
</tr>
<tr>
<td>Concrete (C.I.P. Junction Slab)</td>
<td>CY/FT</td>
<td>0.370</td>
</tr>
<tr>
<td>Reinforcing Steel (Precast Coping) excluding Bars 5V and 5S (Typ.)</td>
<td>LB</td>
<td>282.04</td>
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<tr>
<td>Reinforcing Steel (C.I.P. Junction Slab) (Typ.)</td>
<td>LB/FT</td>
<td>36.68</td>
</tr>
<tr>
<td>Additional Rein &amp; Expansion Joints</td>
<td>LB</td>
<td>42.72</td>
</tr>
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</table>

(The above concrete quantities are based on a super-elevation of 6.25% and a 5" wide retaining wall panel beneath a 32" F-Shape Traffic Railing. The above Precast Coping quantities are based on one 10'-0" Precast Coping segment.)

TYPICAL SECTION THRU PRECAST COPING WITH C.I.P. JUNCTION SLAB
AND RETAINING WALL AT EXPANSION JOINTS

JUNCTION SLAB NOTES:
1. Match Cross Slope of Travel Lane or Shoulder.
2. The minimum dimension of 9' corresponds to a super-elevation of 6.25%. For super-elevations exceeding 6.25%, increase this dimension (i.e., shift contralpoints down) as required to match roadway super-elevation.
3. Actual width varies depending on type of Retaining Wall used.
4. See Index No. 420 and Index No. 425 for Bars 5S and 5V.
5. The Precast Coping width is based on a maximum 16 1/2" wide Retaining Wall Panel. If the Retaining Wall Panel is wider than 16 1/2", increase the width by the difference between the two Retaining Wall Panel widths. Increase the length of Bars 6L and decrease the length of Bars 5A & 5C as required when the coping width is increased and adjust spacing of Bars 5B2 as required to maintain 2" minimum cover.
6. Increase the width (1'-3 1/2") of Bars 6L as required to maintain 2" minimum cover when recess width exceeds 8".
7. An additional 12" length reinforcement is required in these Shop Drawings. Mechanical couplers shall develop 125% of the bar yield strength.

PRECAST OR C.I.P. COPING WITH C.I.P. JUNCTION SLAB DETAILS (F-SHAPE TRAFFIC RAILINGS)
REINFORCING STEEL BENDING DIAGRAMS - JUNCTION SLAB

BILL OF REINFORCING STEEL

<table>
<thead>
<tr>
<th>MARK</th>
<th>SIZE</th>
<th>PRECAST COPING</th>
<th>C.I.P. COPING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>5</td>
<td>7'-8&quot;</td>
<td>7'-8&quot;</td>
</tr>
<tr>
<td>B1</td>
<td>5</td>
<td>9'-6&quot;</td>
<td>9'-6&quot;</td>
</tr>
<tr>
<td>B2</td>
<td>5</td>
<td>45 REG.</td>
<td>45 REG.</td>
</tr>
<tr>
<td>C</td>
<td>5</td>
<td>7'-8&quot;</td>
<td>7'-8&quot;</td>
</tr>
<tr>
<td>D</td>
<td>4</td>
<td>2'-0&quot;</td>
<td>2'-0&quot;</td>
</tr>
<tr>
<td>F</td>
<td>5</td>
<td>8'-3&quot;</td>
<td>8'-3&quot;</td>
</tr>
<tr>
<td>L</td>
<td>6</td>
<td>5'-6&quot;</td>
<td>5'-7&quot;</td>
</tr>
<tr>
<td>U1</td>
<td>6</td>
<td>5'-8&quot;</td>
<td>5'-8&quot;</td>
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</tbody>
</table>

1" Ø DOWEL Smooth Galvanized 2'-0" 2'-0" 2'-0"

54  Precast & C.I.P. Coping ~ 7'-8"
5BL Precast Coping ~ 9'-6"
602 Precast Coping ~ 7'-8" (See Note 7)
5 Precast Coping ~ 7'-8" (See Note 7)
5P Precast Coping ~ 8'-3"

BARS 5A, 5BL, 5B2, 5C & 5F

DOWEL BAR 4D

Dowel ~ 1" Ø DOWEL

BAR 6L

BAR 6L1

9'-60" (32") F-Shape, 9'-9" (42") F-Shape
8'-0" (C.I.P. Junction Slab)

TYPICAL SECTION THRU C.I.P. COPING AND JUNCTION SLAB AND RETAINING WALL AT EXPANSION JOINTS

ESTIMATED QUANTITIES FOR C.I.P. COPING

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td>Concrete</td>
<td>CY/Ft</td>
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<td>Reinforcing Steel(Typical excluding BARS 5V and 5S (Typ.)</td>
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<tr>
<td>Additional/Ref. &amp; Expansion Joint</td>
<td>LB/Ft</td>
<td>4272</td>
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(The above concrete quantities are based on a superstructure of 6.25" and a 5" wide rebar wall panel, including a 32" F-Shape Traffic Railing.

JUNCTION SLAB NOTES:
1. Match Cross Slope of Traffic Lane or Shoulder.
2. The minimum dimension of 8" corresponds to a superstructure of 6.25". For superstructures exceeding 6.25", increase this dimension (i.e., twice total diameter) as required to match roadway superstructure.
3. Actual width varies depending on type of Retaining Wall used.
4. See Index No. 420 and Index No. 425 for BARS 5S and 5V.
5. Increase the width (1'-25") of BARS 6L as required to maintain 2" minimum cover when recess with exceeds 8".

REINFORCING STEEL NOTES:
1. All dimensions are in the bending diagrams are cut to cut.
2. All reinforcing steel at expansion joints shall have a 2" minimum cover.
3. Lap splices for bars 5BL within a minimum of 2'-0".
4. For Precast Coping only, lap splice BARS 6L with BARS 5C.
5. Lap splice within a minimum of 2'-0".
6. See Index No. 420 and Index No. 425 for BARS 5S and 5V.
7. Dimension shown is for lap splice option. For mechanical coupler option, this dimension is 1'-45” (32") F-Shape or 1'-7" (42") F-Shape.
8. Dimension shown is for lap splice option. For mechanical coupler option, this dimension is 7'-8".
9. The Contractor may use Welded Wire Reinforcement when approved by the Engineer. Welded Wire Nonferrous will conform to ASTM A 497.

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PERMANENT RETAINING WALL SYSTEMS
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PARTIAL ELEVATION VIEW OF OUTSIDE FACE OF COPING

(End Transition and Typical Precast Coping with Curb shown. C.I.P. Coping similar)

PARTIAL ELEVATION VIEW OF OUTSIDE FACE OF COPING

(Precast Coping at Expansion Joint and Typical Precast Coping without Curb shown. C.I.P. Coping similar)

NOTE: Wall Panels not shown for clarity.

CROSS REFERENCES:
1. For Sections A-D, B=0, C=5, D=0, see Sheet 4 of 19.
2. For Junction Rib Notes, see Sheet 5 of 19.

PRECAST OR C.I.P. COPING WITH JUNCTION SLAB (CORRAL SHAPE TRAFFIC RAILING)

PERMANENT RETAINING WALL SYSTEMS
RAISED SIDEWALK NOTES:
1. CONSTRUCTION REQUIREMENTS: Construct the raised sidewalk level, temporarily and expansion joints plumb. Do not construct the raised sidewalk or C.I.P. coping perpendicular to the roadway surface. Slip forming is not permitted.
2. APPLICATIONS: This raised sidewalk is only applicable for a Type 4 crash test rating. Precast traffic railings are not allowed.
4. Construct 3/4" Expansion Joints in raised sidewalk and C.I.P. coping plumb and perpendicular to the Gutter Line. Provide a 30-0'-0" minimum interval as shown.
5. Provide and install Prefabricated Expansion Joint Filter in accordance with Specification Section 932.
6. Construct 3/4" V-Grooves in raised sidewalk and C.I.P. coping plumb and provide at least 30-0'-0" maximum intervals as shown. Space V-Grooves equally between 3/4" Expansion Joints and/or Begin or End Raised Sidewalk. V-Groove locations in the Gutter Line.
7. Spacing shown is along the Gutter Line.
8. For Precast Coping only, Dowels 40 are to extend 1-0'-0" above the top of retaining wall panel. Field cut, as necessary, to maintain 2'-0" minimum cover to the top of the retaining wall panel. See Wall Company Drawings for number and spacing of Dowels 40.

CROSS REFERENCE: For Detail 'G', see Sheet 12 of 19.

PARTIAL PLAN VIEW FOR VERTICAL SHAPE TRAFFIC RAILING
(Skewed Approach Slab Shown, Perpendicular Approach Slab Similar)
(Precast Coping Shown, C.I.P. Coping Similar) (Traffic Railing not Shown for Clarity)

PARTIAL ELEVATION VIEW
(Precast Coping & Raised Sidewalk Reinforcing not Shown for Clarity)
(Precast Coping Shown, C.I.P. Coping Similar)

PRECAST OR C.I.P. COPING WITH
C.I.P. RAISED SIDEWALK DETAILS

2008 FDOT Design Standards
PERMANENT RETAINING WALL SYSTEMS
PARTIAL END VIEW OF TRAFFIC RAILING END TRANSITION FOR GUARDRAIL ATTACHMENT
(Showing Bars S5, Bars ST and Bars SX)
(Precast Coping Shown, C.I.P. Coping Similar)

NOTE: See Index No. 422 and Index No. 423, Railing End Detail for details.

ESTIMATED QUANTITIES FOR PRECAST COPING

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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<tbody>
<tr>
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<td>CY</td>
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<tr>
<td>Additional Rein. @ Expansion Joints</td>
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<td>37.38</td>
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(The above concrete quantities are based on a 5" wide retaining wall panel and a Type 0 Concrete Curb (See Note 2). The above Precast Coping quantities are based on an 10'-0"  Precast Coping segment.)

TYPICAL SECTION THRU PRECAST COPING WITH C.I.P. RAISED SIDEWALK AND RETAINING WALL AT EXPANSION JOINTS

RAISED SIDEWALK NOTES:
1. Actual width varies depending on type of Retaining Wall used.
2. Match roadway curb shape (Typ.) and height. See roadway Plans and Index No. 300. 5'11"-0" dimension is based on a 32" Vertical Shape Traffic Railings with a Type O curb adjacent to a 6'-0" wide sidewalk. Adjust this dimension as required for other curb types or transitions at Begin or End Retaining Wall.
3. See Index No. 422 and Index No. 423 for Bars S5, ST & SX and Bullet Railings details. Adjust vertical dimension of Bars ST and SX; see Reinforcing Steel Note 5.
4. Increase the width (2'-25") of Bars S5U as required to maintain 2" minimum cover when recess width exceeds 6".
5. At the Contractor's option, mechanical couplers may be used to splice reinforcing. Complete details including reinforcement lengths are required in the Shop Drawings. Mechanical couplers shall develop 125% of the bar yield strength.
6. Trim end of Bars ST and SX to clear construction joint for 42" Vertical Shape Traffic Railings.

PRECAST OR C.I.P. COPING WITH C.I.P. RAISED SIDEWALK DETAILS (VERTICAL SHAPE TRAFFIC RAILINGS)
LIGHT PILLASTER NOTES:

1. The pillar and junction slab are designed to resist the following working loads from the light pole applied at the top of the Pillaster:
   - Axial Load = 1,560 kip
   - Windload Moment about Transverse Axis (4) = 40.6 kip-ft
   - Windload Moment about Longitudinal Axis (4) = 28.3 kip-ft
   - Deadload Moment about Longitudinal Axis (4) = 1,660 kip-ft
   - Maximum Shear = 1,380 kip
   - Torque about Pole Axis (4) = 3,560 kip-ft
   - (4) = Axis refers to Bridge Axis

2. Provide grout in accordance with Specification Section 934.

3. It is the Contractor’s responsibility to provide anchor bolts, nuts, washers and anchor plates that effectively transmit the light pole loads to the pillar and fit the reinforcing cage. Submit calculations for anchor bolt design and embedment detail signed and sealed by a Professional Engineer registered in the State of Florida to the Engineer for review and approval prior to construction.

4. Install anchor bolts and expansion/bolting detail, as shown by Utility Conduit Details Drawings.

5. The cost of anchor bolts, nuts, washers and anchor plates are included in the Bid Price for Light Poles. The cost of all labor, concrete and reinforcing steel required for construction of the plasters, grout pads, plumb boxes and miscellaneous hardware required for the completion of the electrical system in the Bid Price for traffic railing or concrete parapet that the pillar is behind.

6. Field Cut Bars 4M2 as required to maintain clearance.

7. Anchor Bolt pattern orientation will be as shown.

8. Slip Forming Method of construction is not allowed within the limits shown.

9. Reinforcement shown for light pole plasters is in addition to typical reinforcing for C.I.P. Junction Stab and Raised Sidewalks (Bars 5A and 5B). omit Junction Sidab Bars 5A and Raised Sidewalk Bars 5A within light pole plater limits.

10. Work this Sheet with the following as appropriate:
    - Sheet Nos. 5 thru 10 of 19 = Precast or C.I.P. Capping with C.I.P. Junction Slab Details
    - Sheet Nos. 11, 12 and 14 of 19 = Precast C.I.P. Capping with C.I.P. Raised Sidewalk Details
    - Sheet Nos. 16 and 18 of 19 = Precast Capping/Parapet or C.I.P. Capping with C.I.P. Sidewalk Details

CROSS REFERENCE: For estimated quantities, see Sheet No. 18 of 19.

PLAN VIEW
(Junction Slab reinforcing not shown for clarity)
(Junction Slab Shown, Raised Sidewalk or Sidewalk Similar)
TYPICAL SECTION AT LIGHT POLE PILASTER
(Traffic Railing Shown, Concrete Parapet Similar)
(Junction Slab Shown, Raised Sidewalk or Sidewalk Similar)

NOTES:
1. The 8'-0" dimension shown is for Junction Slab. This dimension must be a minimum of
   5'-0" for all applications.
2. For junction slabs, increase the 1'-0" depth dimension to 1'-6". For raised sidewalks,
   increase the 2'-0" depth dimension to 2'-6". For sidewalks, increase 6" depth dimension
   to 1'-6". The minimum length of the Junction Slab, Raised sidewalks and Sidewalks is
   20'-0", measured along the gutter line.
3. Bars 4# are only required when pillars are behind a Traffic Railing.
4. Match the slope of the adjoining junction slab and shoulder or roadway pavement,
   raised sidewalk or sidewalk.
5. Actual width varies depending on type of Retaining Wall used.
6. See Index No. 420 for Bars 5V and 5S.

C.I.P. LIGHT POLE PILASTER DETAILS

PERMANENT RETAINING WALL SYSTEMS
ELEVATION VIEW
(Junction Slab Reinforcement & Bars 4J not Shown for Clarity)
(Traffic Railing Shown, Concrete Parapet Similar)
(Junction Slab Shown, Raised Sidewalk or Sidewalk Similar)

NOTES:
1. Field Cut Bars 4M2 as required to maintain minimum cover.
2. Maximum clearance between leveling nut and top of parapet without exceed anchor bolt diameter.

DETAIL "A"

ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td>Concrete (Plater)</td>
<td>CT</td>
<td>0.926</td>
</tr>
<tr>
<td>Concrete (Thickened Junction Slab)</td>
<td>CY</td>
<td>1180</td>
</tr>
<tr>
<td>Reinforcing Steel</td>
<td>lb</td>
<td>43.65</td>
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</tbody>
</table>

(The quantities above are for one C.I.P. Light Pole Plaster. The concrete quantity for the thickened junction slab is based on a 5" increase in thickness and a 5" wide reshaping wallpans. Adjust thickened concrete quantity as required for raised sidewalks and sidewalks.)

C.I.P. LIGHT POLE PILASTER DETAILS