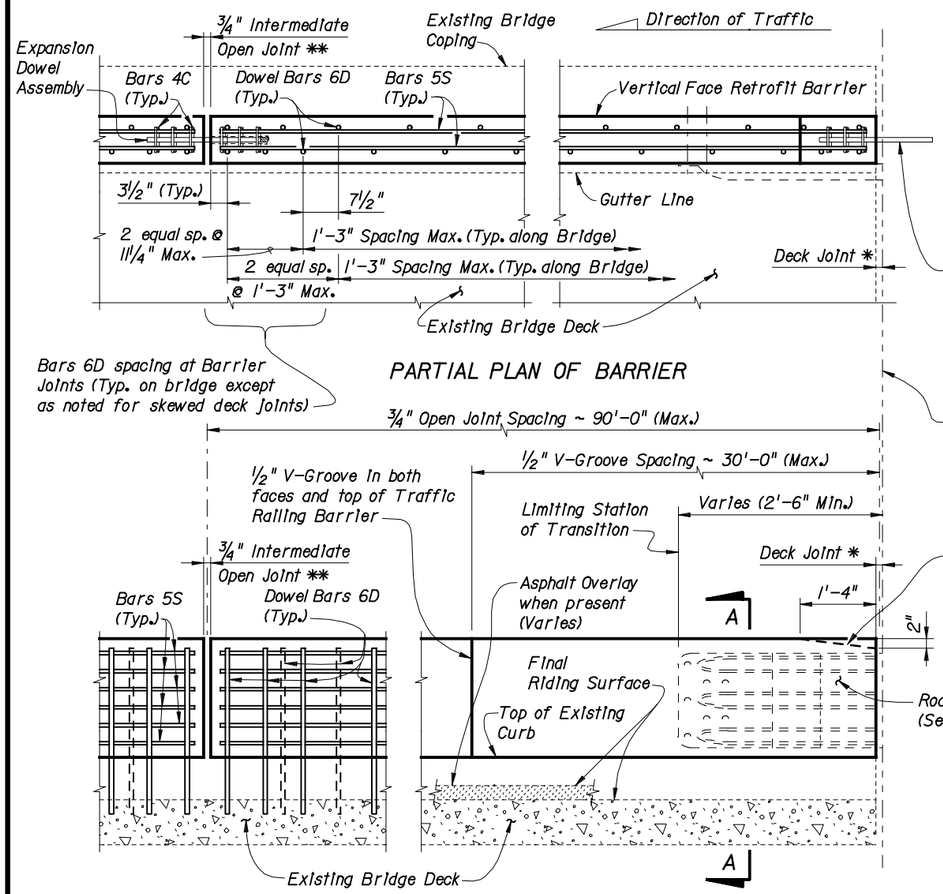
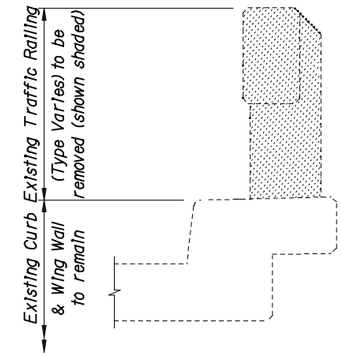


PARTIAL ELEVATION OF INSIDE FACE OF BARRIER
(Expansion Dowel Assemblies and Bars 4C not shown for clarity

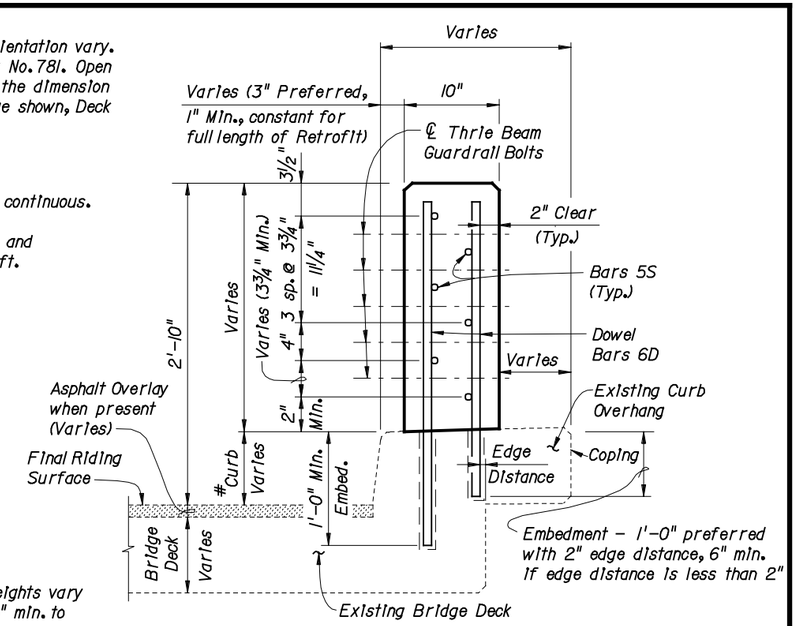
TYPICAL TREATMENT OF BARRIER ALONG BRIDGE

*Non-skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail, Index No.781. Open Barrier Joints at Deck Expansion Joint locations shall match the dimension of the Deck Joint. Deck Joint at Begin Bridge or End Bridge shown, Deck Joint at ℄ Pier or Intermediate Bent similar.

**3/4" Intermediate Open Joints shall be provided at :
(1) – Substructure supports where existing bridge deck is continuous.
(2) – Midspan where span length exceeds 90 ft.
(3) – Intermediate locations (equally spaced) between midspan and substructure supports where span length exceeds 180 ft.

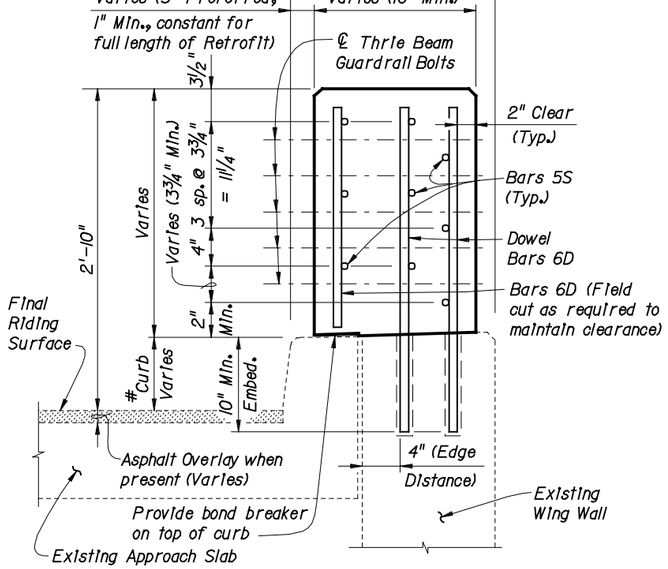


TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL
(BRIDGE DECK SHOWN, WING WALL SIMILAR)



#Curb heights vary from 5" min. to 1'-2" max.

SECTION A-A
TYPICAL SECTION THRU BARRIER ON BRIDGE DECK



SECTION B-B
TYPICAL SECTION THRU BARRIER ON WING WALL

NOTES:
1. On approach end provide a Roadway Guardrail Transition, Interim Design Standard Index No.0400, Detail E (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 barrier as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2 or 3, Index No.785, Drawing 2 of 2. On skewed bridges, if the skew along the deck joint extends across the width of the barrier, the 2'-6" minimum dimension shall apply to both the front and back face of the barrier. For treatment of trailing end see Roadway Plans.
2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Barrier.
3. Areas where existing structure has been removed that are not encased in new concrete shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel that is not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

CROSS REFERENCE:
For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagram see Index No.781.

BRIDGE NO. XXXXXX

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
12-12-02	SDO	Standard Drawing Issue Date			

	NAMES	DATES
DRAWN BY	JLF	6-02
CHECKED BY	CEB	6-02
DESIGNED BY	JLF	6-02
CHECKED BY	CEB	6-02
APPROVED BY	REN	

ENGINEER OF RECORD:
STRUCTURES DESIGN OFFICE
CENTRAL OFFICE
605 Suwannee Street, MS 33
Tallahassee, Florida 32399-0450

FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
.	.	.

SHEET TITLE:
TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)
INDEX NO.785 (DRAWING 1 OF 2)

PROJECT NAME: .

SHEET NO. .

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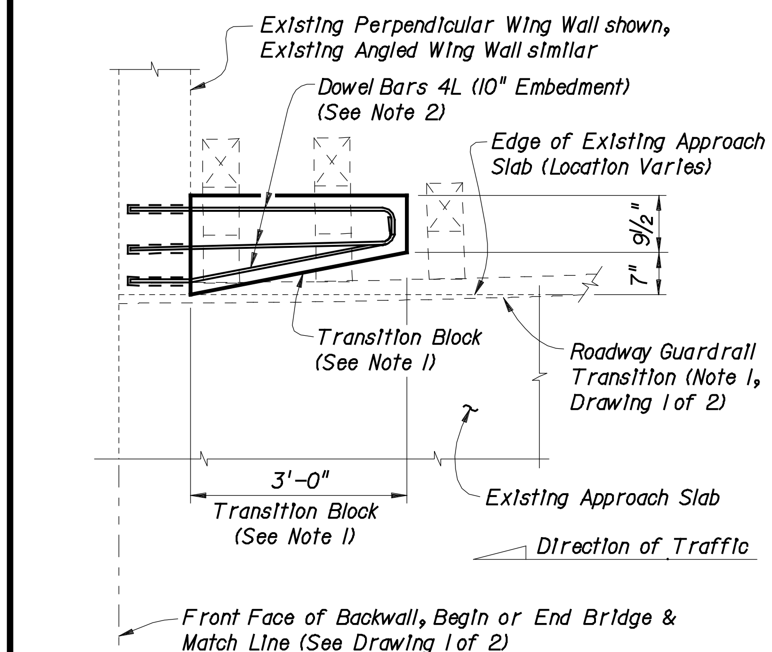
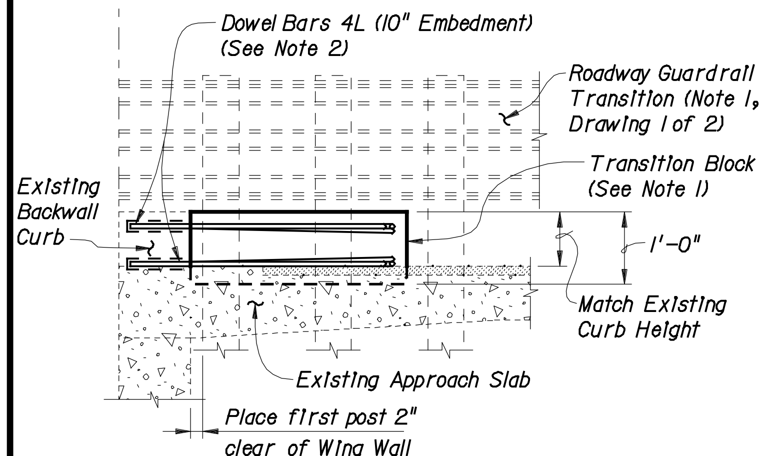


PARTIAL PLAN OF GUARDRAIL



PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL

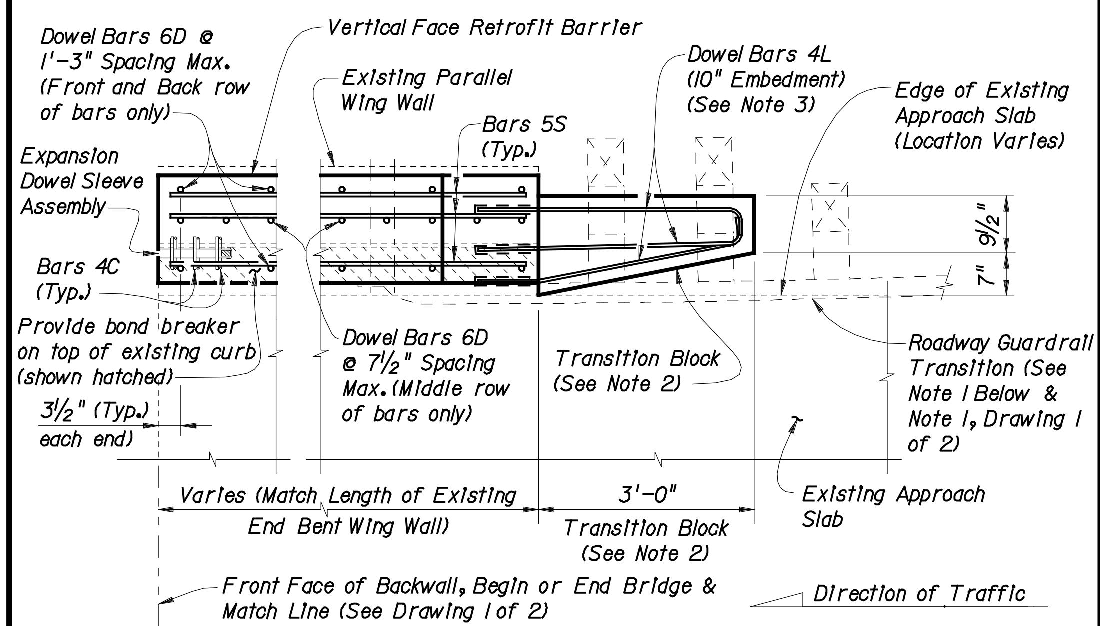
SCHEME 1
BARRIER END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

SCHEME 1 NOTES:

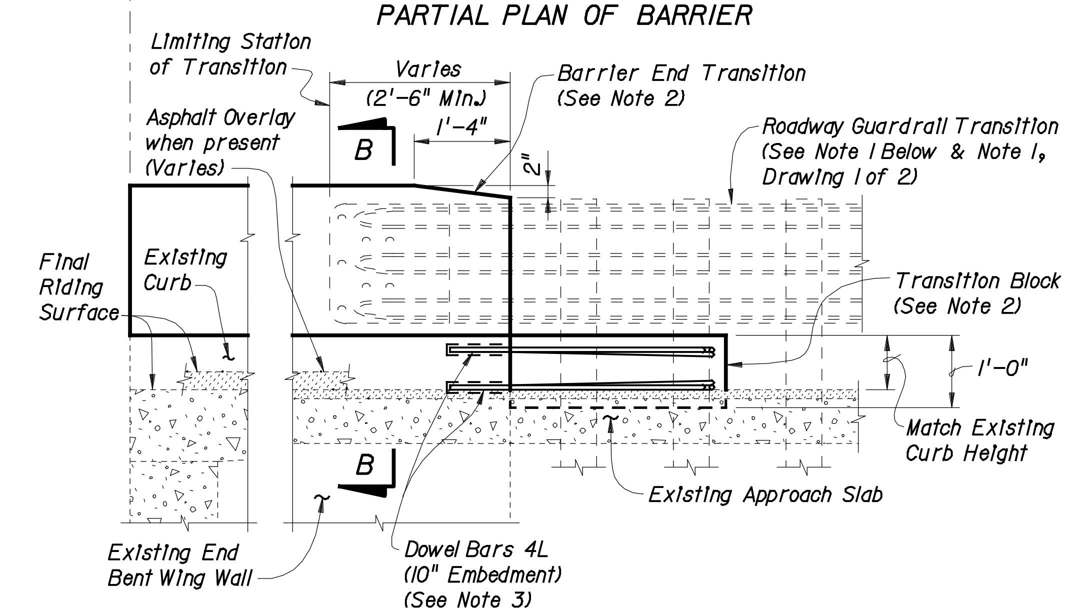
1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Barrier End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

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 PLAN OF BARRIER



PARTIAL ELEVATION OF INSIDE FACE OF BARRIER
(Barrier Reinforcing and Expansion Dowel Assemblies not shown for clarity)

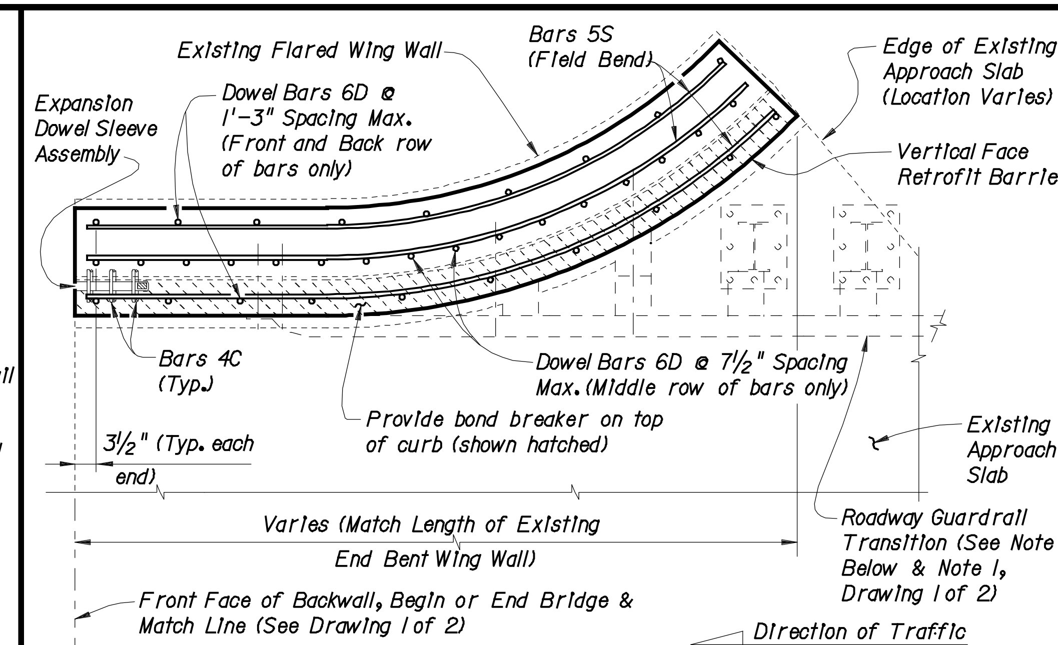
SCHEME 2
BARRIER END TREATMENT FOR PARALLEL WING WALLS

SCHEME 2 NOTES:

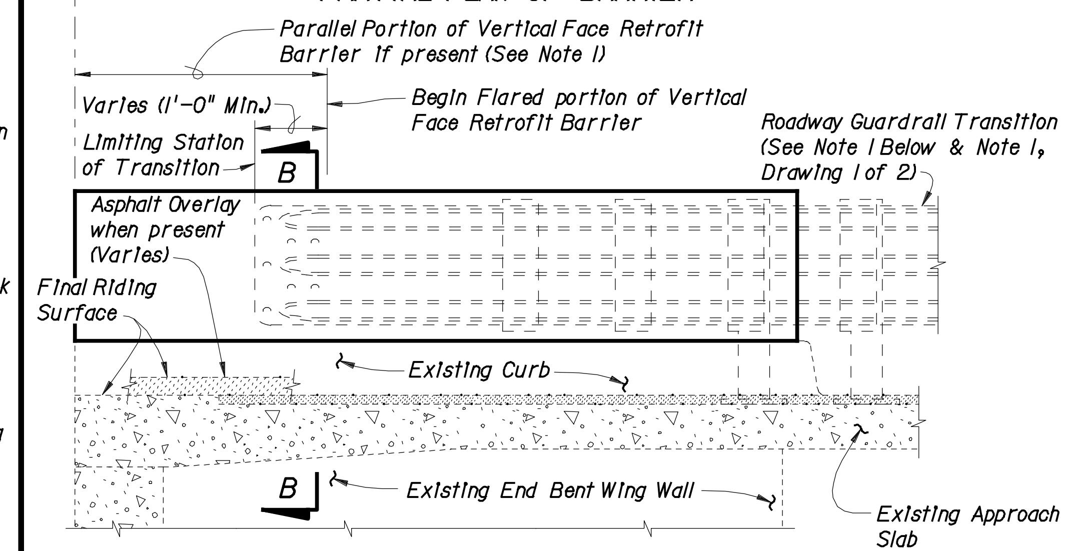
1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie Beam Terminal Connector to barrier as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index No. 785, Drawing 1 of 2. On skewed bridges, if the skew along the deck joint extends across the width of the barrier, the 2'-6" minimum dimension shall apply to both the front and back face of the barrier.

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. Barrier 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.



PARTIAL PLAN OF BARRIER



PARTIAL ELEVATION OF INSIDE FACE OF BARRIER
(Barrier Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 3
BARRIER END TREATMENT FOR FLARED WING WALLS

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 barrier as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index No. 785, Drawing 1 of 2.

BRIDGE NO. XXXXXX

REVISIONS

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FLORIDA DEPARTMENT OF TRANSPORTATION

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SHEET TITLE:
TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)
INDEX NO. 785 (DRAWING 2 OF 2)

PROJECT NAME:

SHEET NO.