

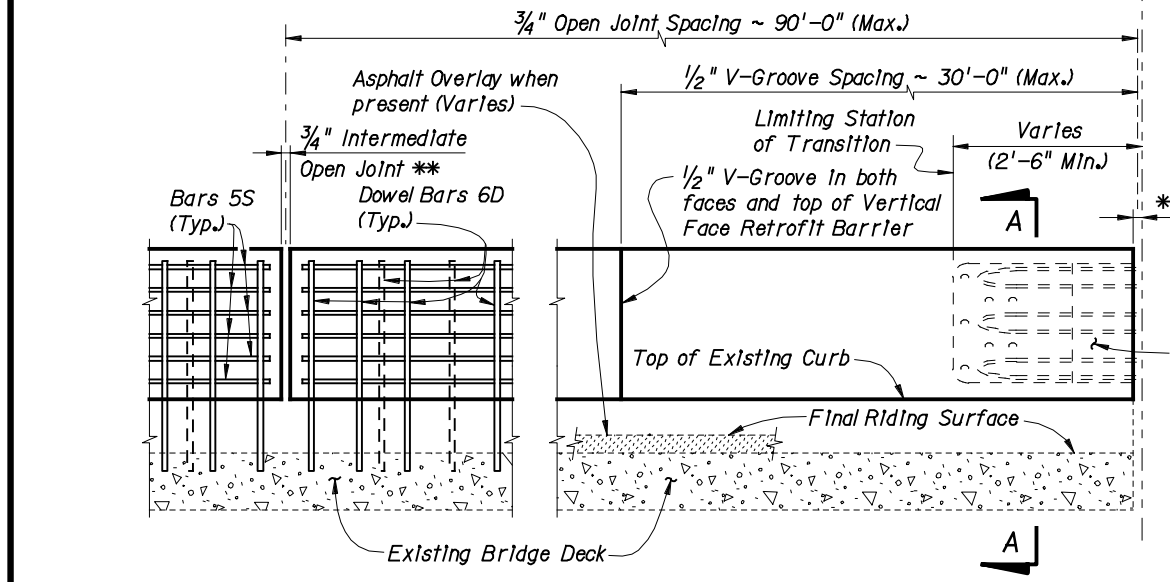
Bars 6D spacing at Barrier Joints (Typ. on bridge except as noted for skewed deck joints)

PARTIAL PLAN OF BARRIER

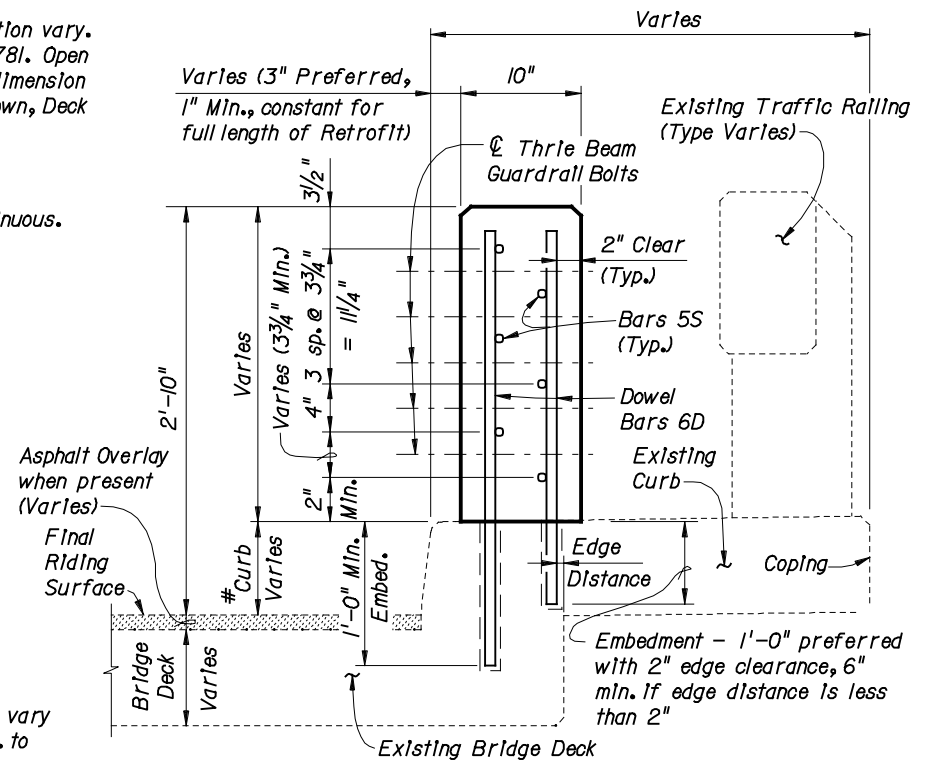
\*Non-skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail, Index No. 781. Open Barrier Joints at Deck Expansion Joint locations shall match the dimension of the Deck Joint. Deck Joint at Begin Bridge or End Bridge shown, Deck Joint at  $\frac{1}{2}$  Pier or Intermediate Bent similar.

\*\* $\frac{3}{4}$ " 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.

Expansion Dowel & Bars 4C not required at end of barrier for Scheme 1



PARTIAL ELEVATION OF INSIDE FACE OF BARRIER  
 (Existing Traffic Railing, Expansion Dowel Assemblies & Bars 4C not shown for clarity)



SECTION A-A  
 TYPICAL SECTION THRU BARRIER ON BRIDGE DECK

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

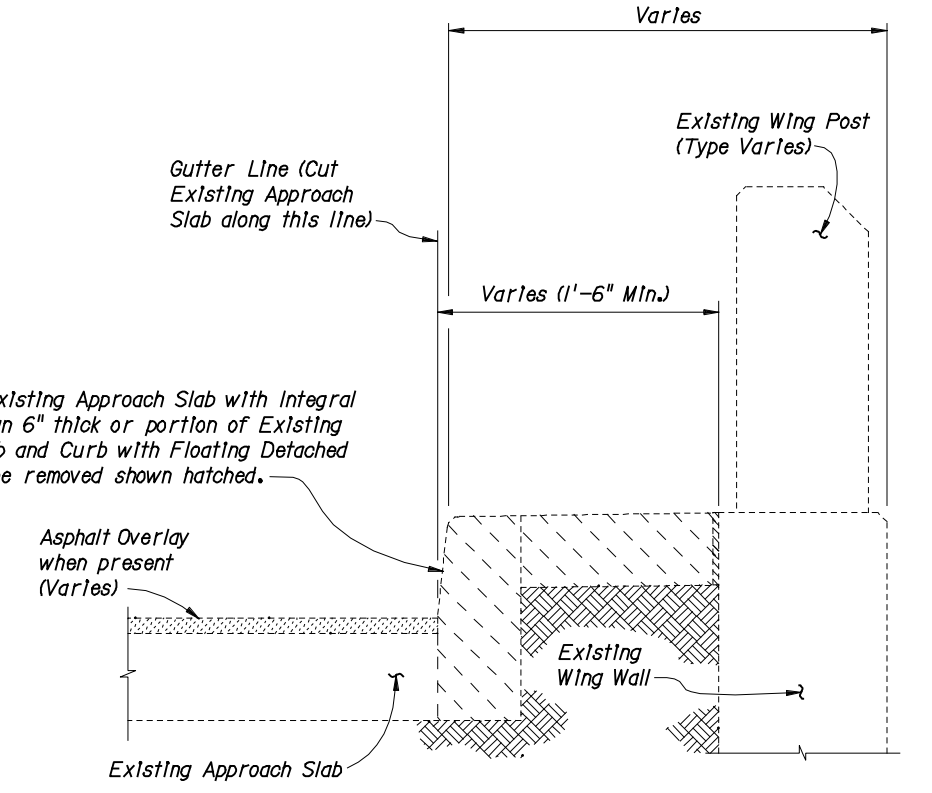
**TYPICAL TREATMENT OF BARRIER ALONG BRIDGE**

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. 784, Drawings 2 and 3 of 3. 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.

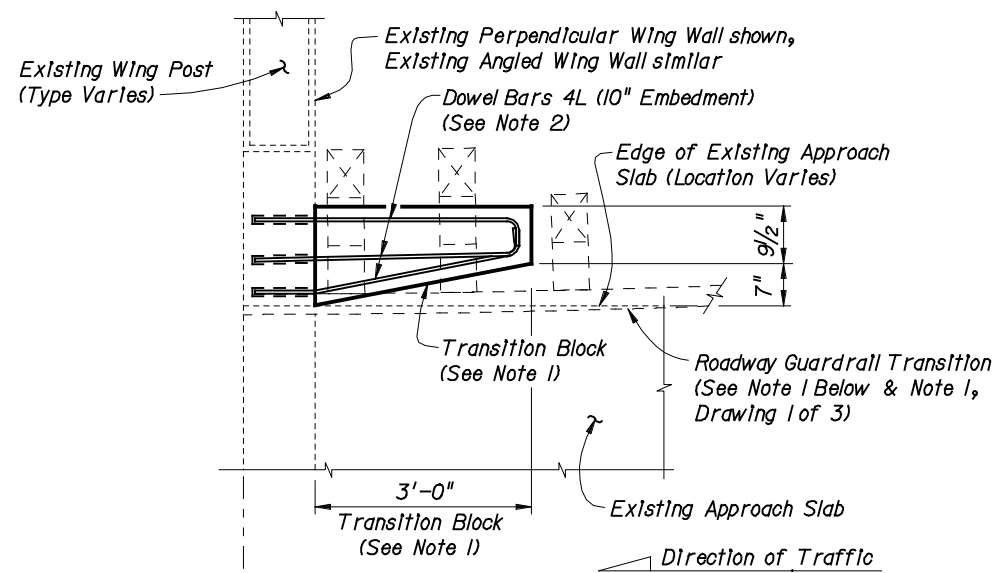


TYPICAL SECTION THRU EXISTING APPROACH SLAB AND END BENT WING WALL SHOWING LIMITS OF REMOVAL

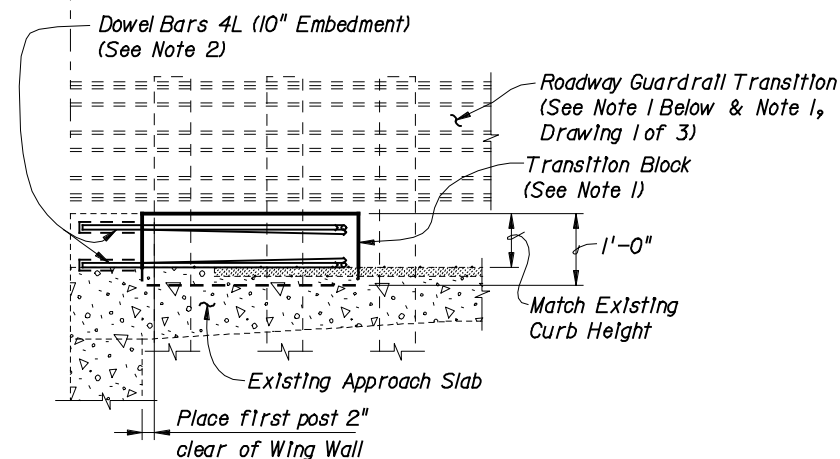
BRIDGE NO. XXXXXX

REVISIONS				NAMES		DATES		ENGINEER OF RECORD:			SHEET TITLE:		
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PROJECT NAME:	SHEET NO.
12-12-02	SDO	Standard Drawing Issue Date											

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PARTIAL PLAN OF BARRIER

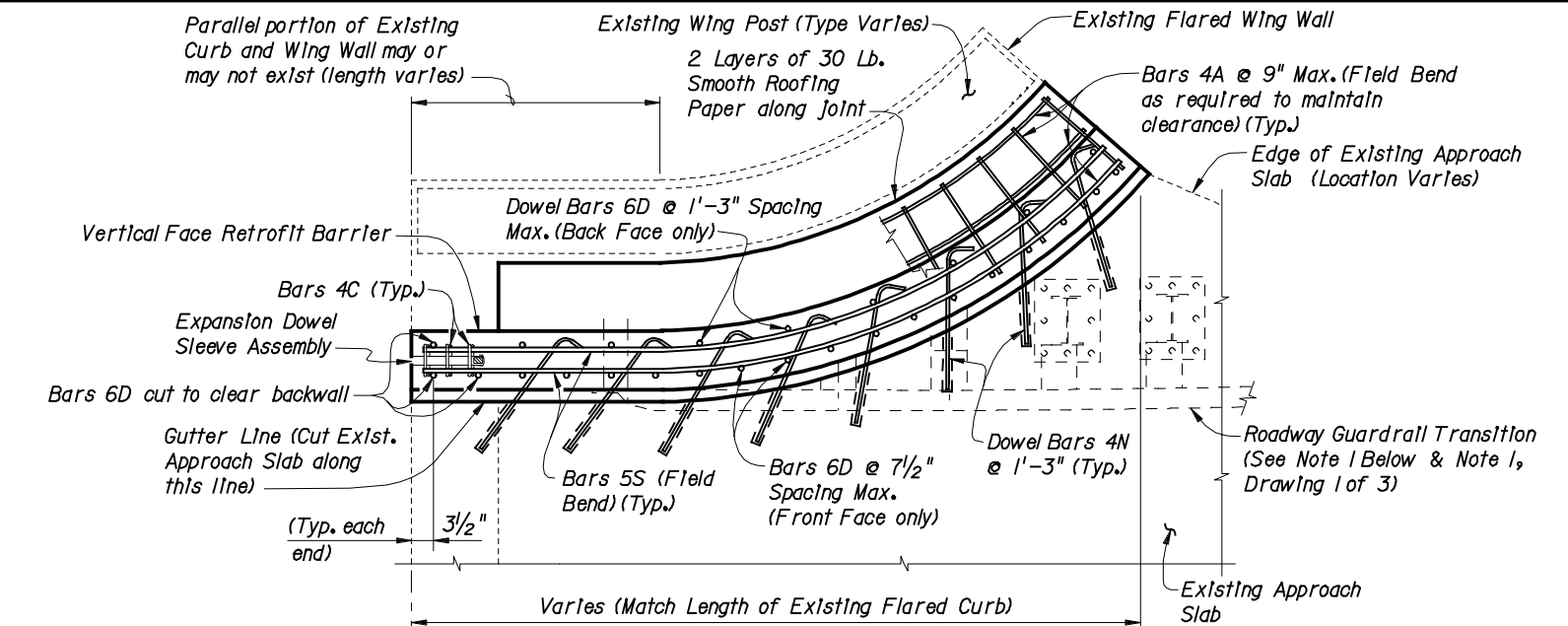


PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL  
(Existing Wing Post not shown for clarity)

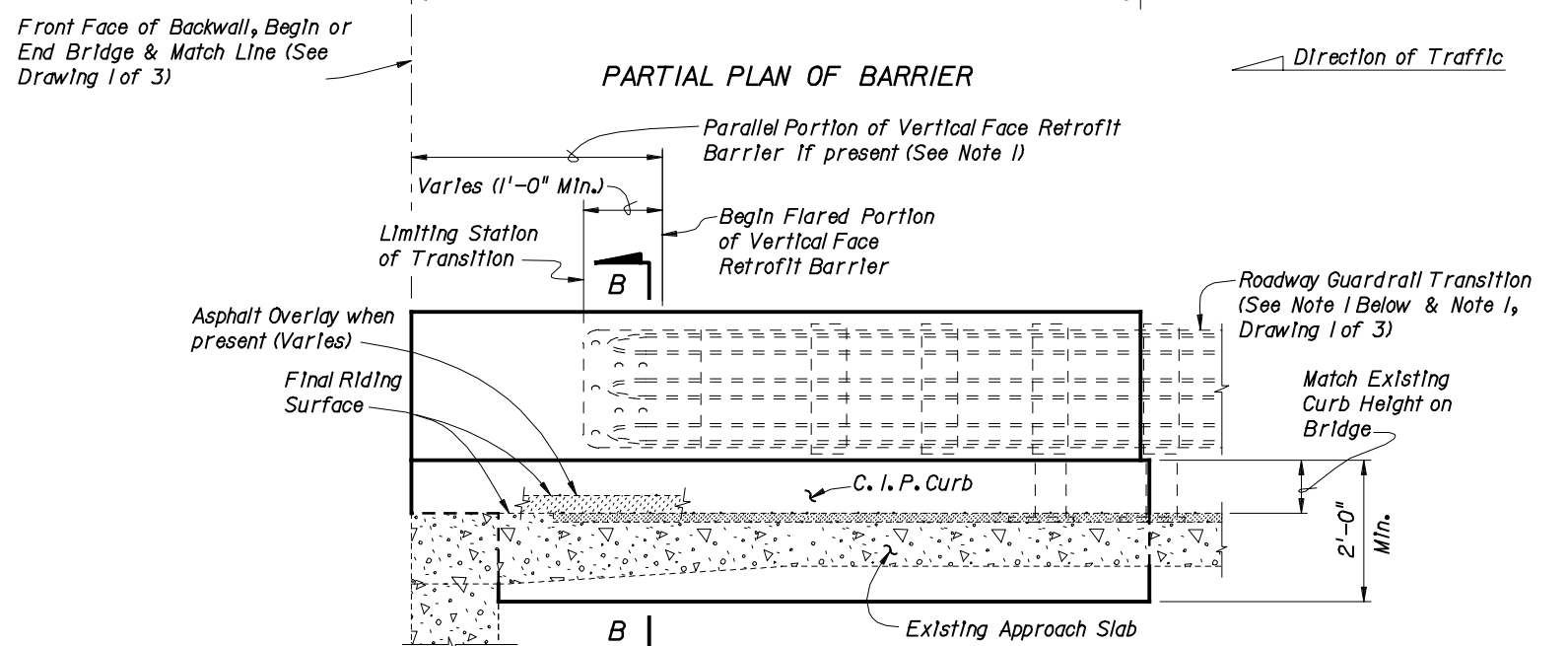
**SCHEME 1**  
**BARRIER END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS**

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  
(Existing Wing Post, Barrier Reinforcing and Expansion Dowel Assemblies not shown for clarity)

**SCHEME 2**  
**BARRIER END TREATMENT FOR FLARED CURBS**

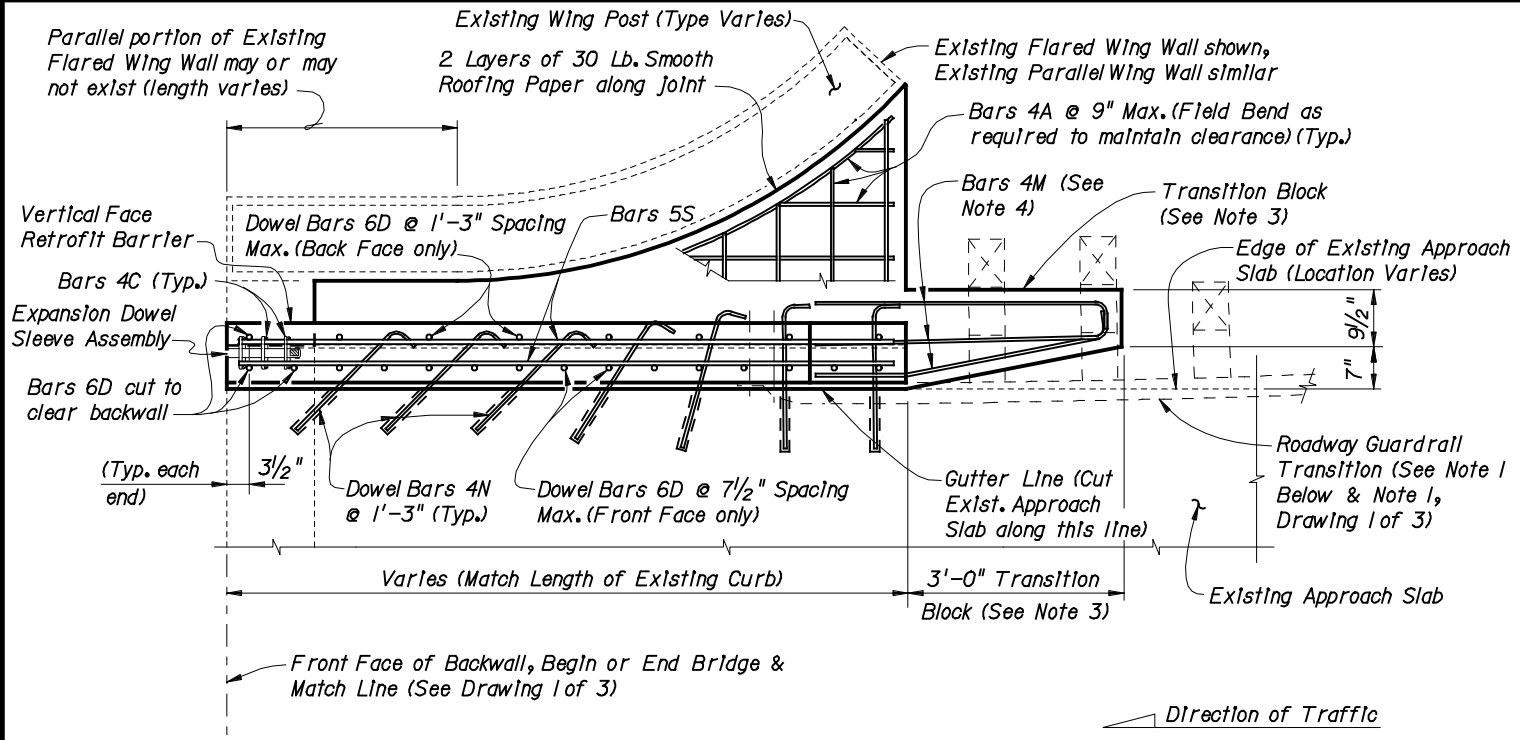
SCHEME 2 NOTES:

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 Thrle Beam Terminal Connector to barrier as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index No. 784, Drawing 1 of 3.
2. Dowel Bars 4N may be installed on a maximum angle of 45° to the cut edge of the Approach Slab as shown to facilitate drilling of holes and installation of bars.
3. At the Contractor's option, along the length of the Approach Slab curb that is to be replaced, Dowel Bars 6D may be cast in with the new section of curb as shown or they may be installed in drilled holes in the new section of curb using an Adhesive Bonding Material System with a 1'-0" minimum embedment.

BRIDGE NO. XXXXXX

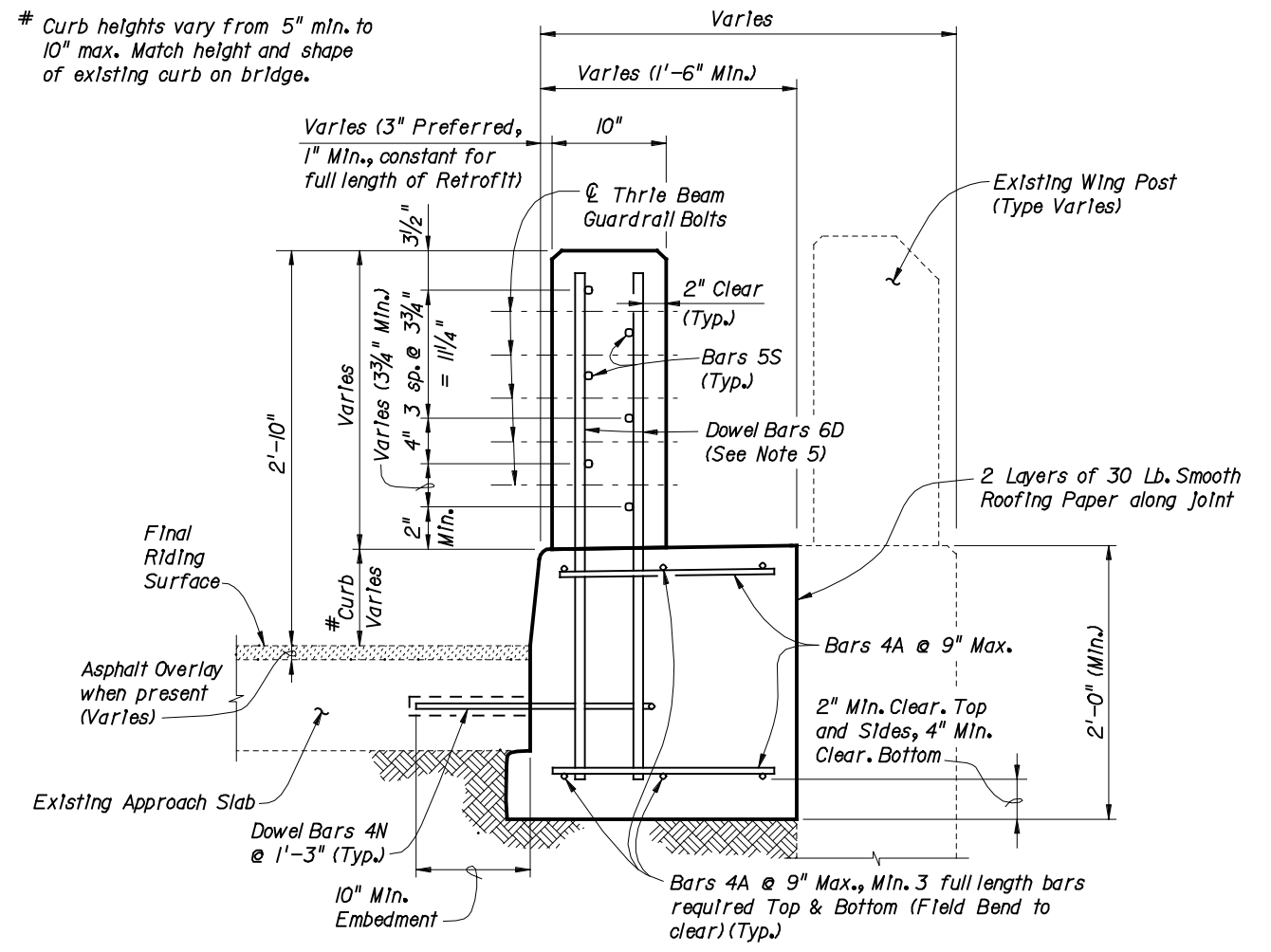
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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	DESCRIPTION	FLORIDA DEPARTMENT OF TRANSPORTATION			TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)		
12-12-02	SDO	Standard Drawing Issue Date				6-02	JLF	STRUCTURES DESIGN OFFICE			INDEX NO. 784 (DRAWING 2 OF 3)		
						6-02	CEB	CENTRAL OFFICE			PROJECT NAME:		
						6-02	JLF	605 Suwannee Street, MS 33			ROAD NO.		
						6-02	CEB	Tallahassee, Florida 32399-0450			COUNTY		
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PARTIAL PLAN OF BARRIER

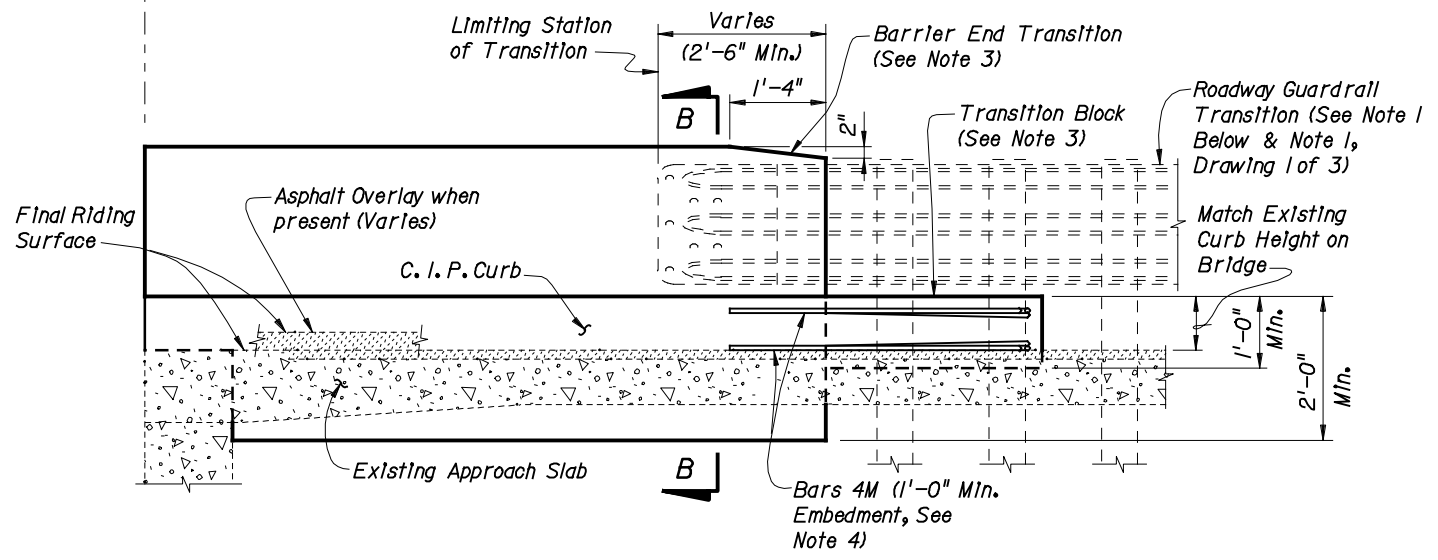
# Curb heights vary from 5" min. to 10" max. Match height and shape of existing curb on bridge.



SECTION B-B  
TYPICAL SECTION THRU BARRIER ALONG APPROACH SLAB  
(SCHEME 2 SHOWN, SCHEME 3 SIMILAR)

SCHEME 3 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. 784, Drawing 1 of 3.
2. Dowel Bars 4N may be installed on a maximum angle of 45° to the cut edge of the Approach Slab as shown to facilitate drilling of holes and installation of bars.
3. 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.
4. Field bend Dowel Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
5. At the Contractor's option, along the length of the Approach Slab curb that is to be replaced, Dowel Bars 6D may be cast in with the new section of curb as shown or they may be installed in drilled holes in the new section of curb using an Adhesive Bonding Material System with a 1'-0" minimum embedment.



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

**SCHEME 3**  
**BARRIER END TREATMENT FOR PARALLEL CURBS**

BRIDGE NO. XXXXXX

REVISIONS				NAMES		DATES		ENGINEER OF RECORD			SHEET TITLE		
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	DESCRIPTION	FLORIDA DEPARTMENT OF TRANSPORTATION			TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)		
12-12-02	SDO	Standard Drawing Issue Date				6-02	JLF	STRUCTURES DESIGN OFFICE			INDEX NO. 784 (DRAWING 3 OF 3)		
						6-02	CEB	CENTRAL OFFICE			PROJECT NAME:		
						6-02	JLF	605 Suwannee Street, MS 33			ROAD NO.		
						6-02	CEB	Tallahassee, Florida 32399-0450			COUNTY		
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