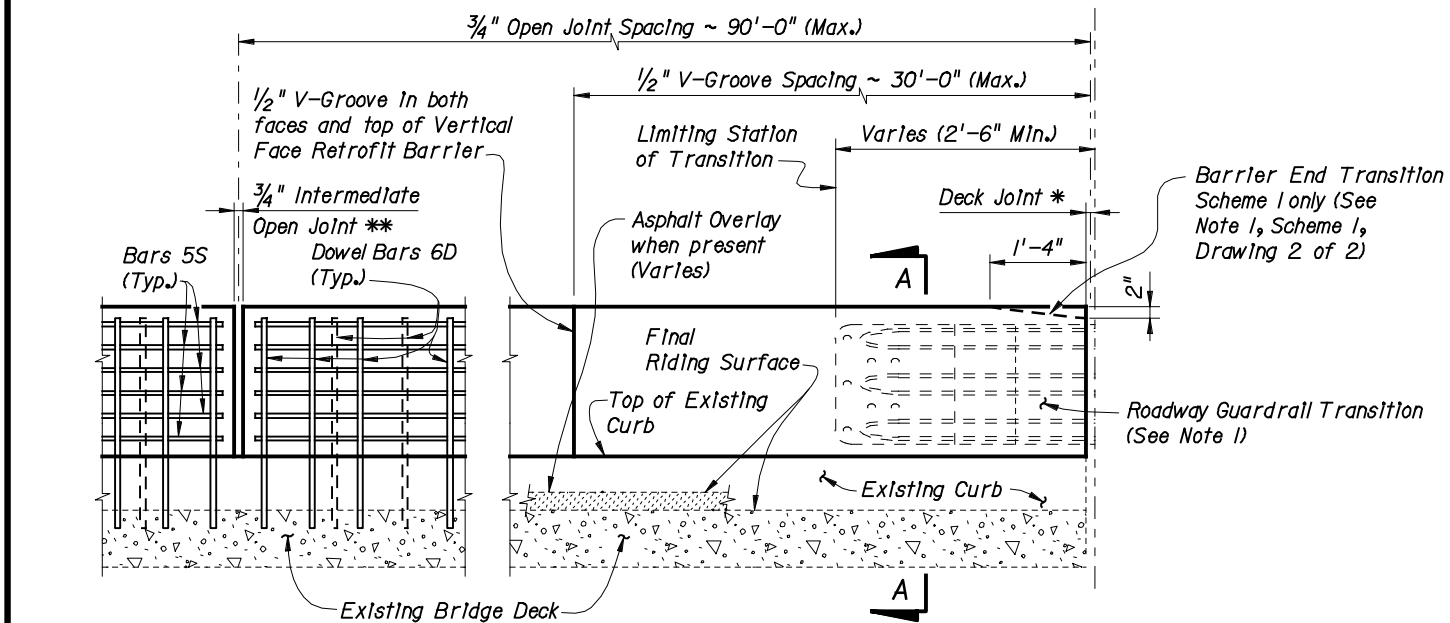


Bars 6D spacing at Barrier Joints (Typ. on bridge except as noted for skewed deck joints)

PARTIAL PLAN OF BARRIER



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

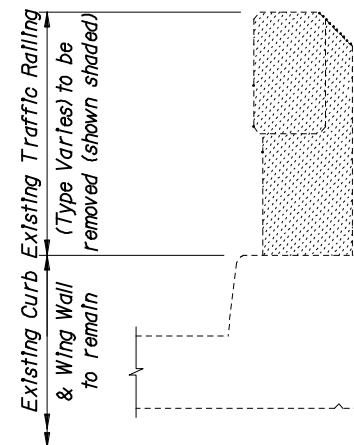
TYPICAL TREATMENT OF BARRIER ALONG BRIDGE

NOTES:

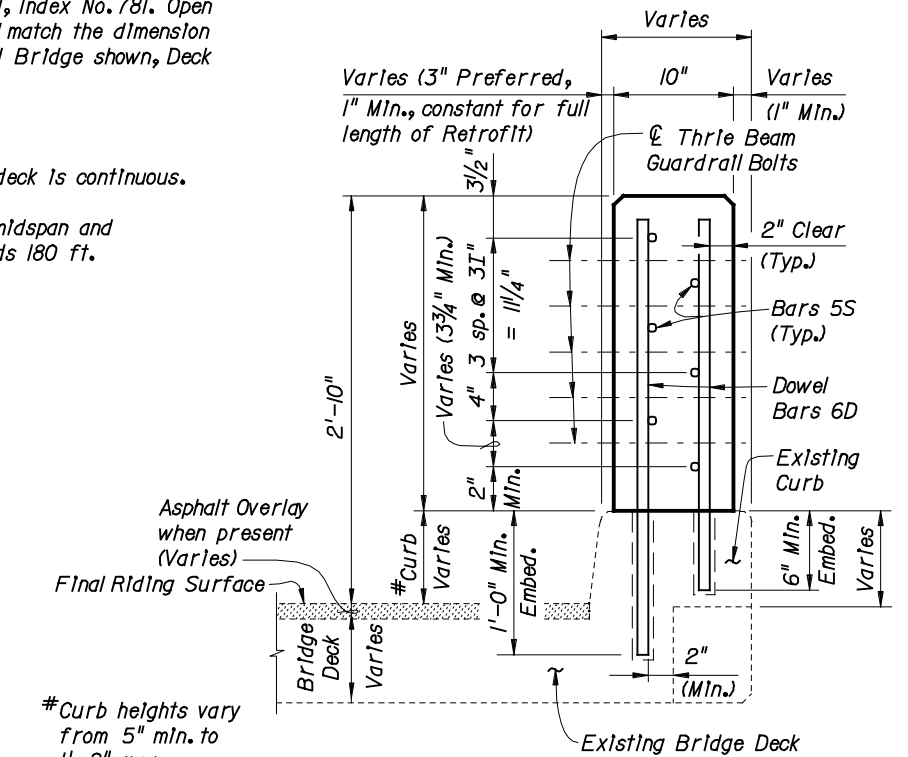
- On approach end provide a Roadway Guardrail Transition, Interim Design Standard Index No. 0400, Detail E (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition 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. 782, 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.
- Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Barrier.
- 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.

* 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.

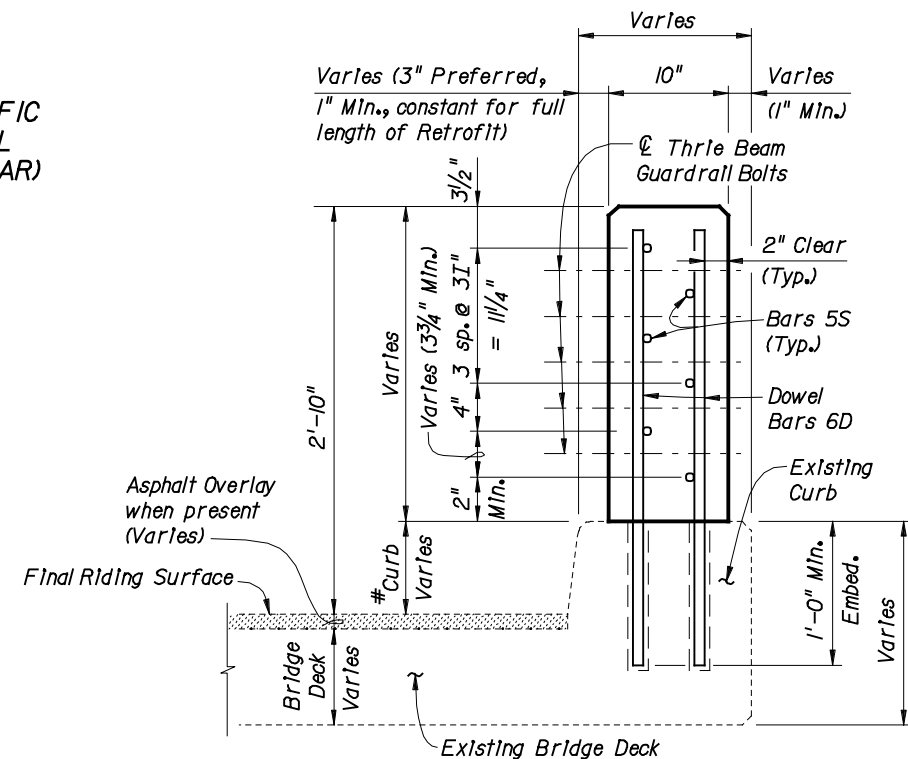
- ** 3/4" Intermediate Open Joints shall be provided at:
- Substructure supports where existing bridge deck is continuous.
 - Midspan where span length exceeds 90 ft.
 - Intermediate locations (equally spaced) between midspan and substructure supports where span length exceeds 180 ft.



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



SECTION A-A
TYPICAL SECTION THRU BARRIER ON CURB WITH CORBELS



SECTION A-A
TYPICAL SECTION THRU BARRIER ON FULL DEPTH CURB (BRIDGE SHOWN, WING WALL SIMILAR)

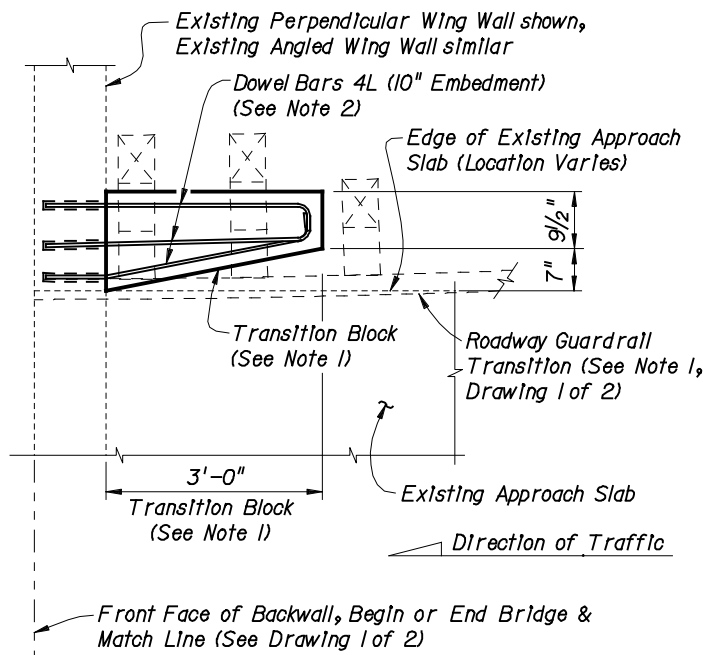
BRIDGE NO. XXXXXX

CROSS REFERENCE:

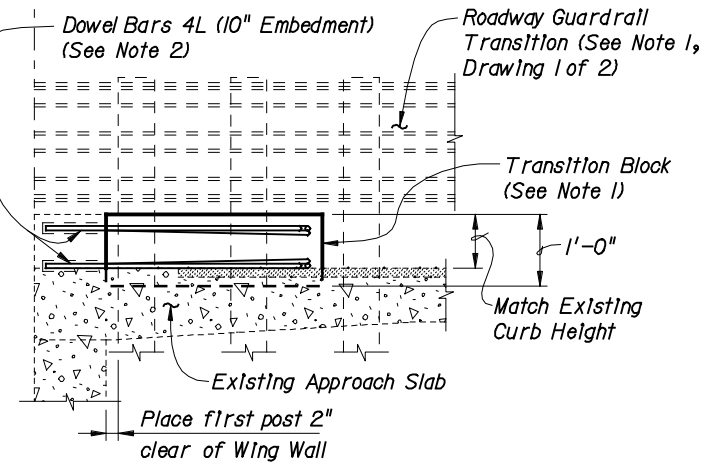
For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagrams see Index No. 781.

REVISIONS				NAMES		DATES		ENGINEER OF RECORD			SHEET TITLE		
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	ENGINEER OF RECORD	FLORIDA DEPARTMENT OF TRANSPORTATION			TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)	
12-12-02	SDO	Standard Drawing Issue Date						JLF	STRUCTURES DESIGN OFFICE			INDEX NO. 782 (DRAWING 1 OF 2)	
								CEB	CENTRAL OFFICE				
								JLF	605 Suwannee Street, MS 33				
								CEB	Tallahassee, Florida 32399-0450				
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PARTIAL PLAN OF GUARDRAIL

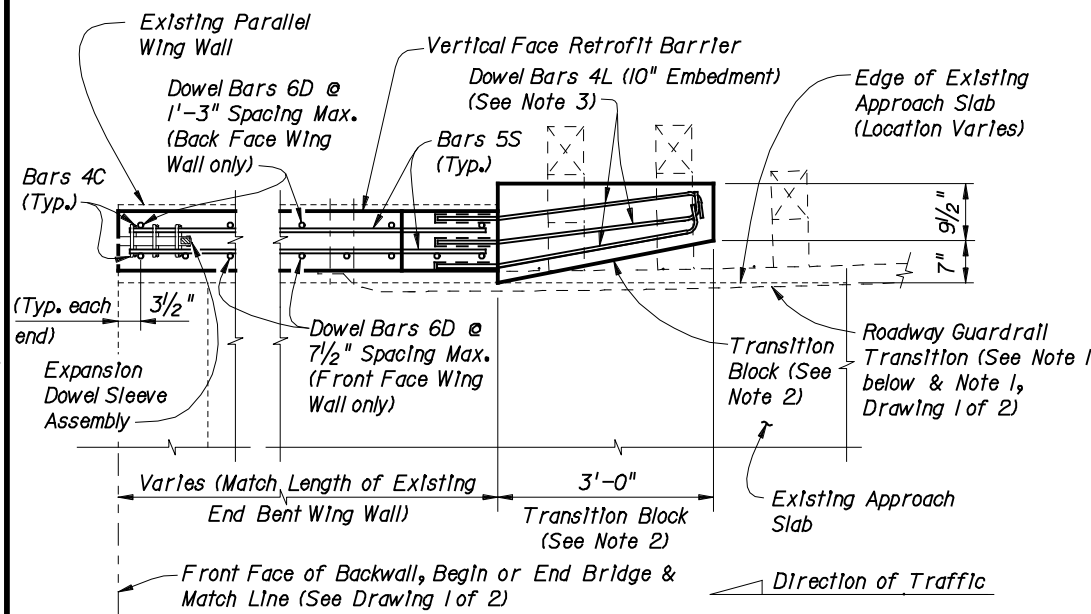


PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL

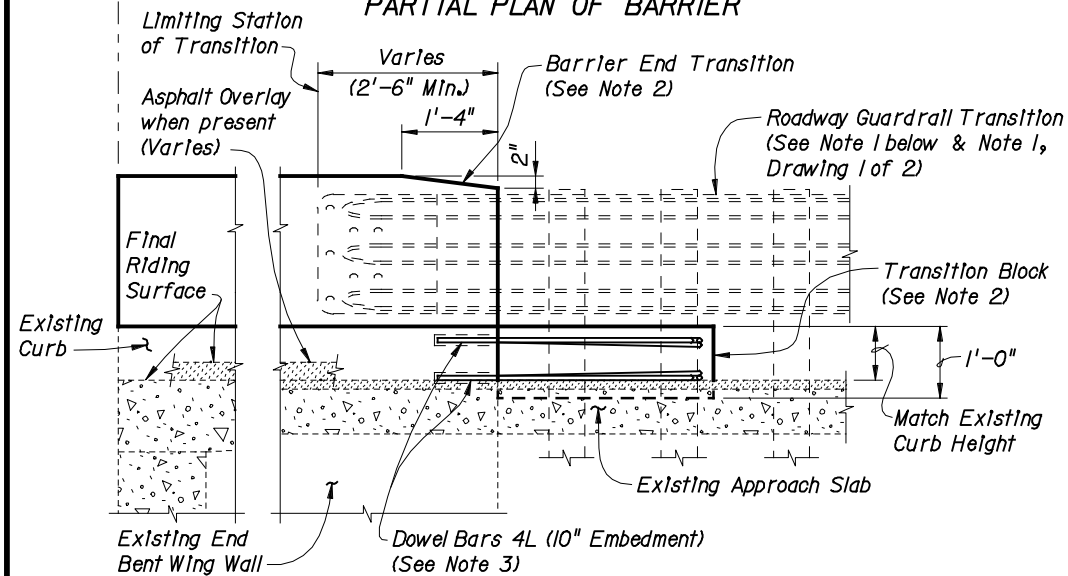
**SCHEME 1
BARRIER END TREATMENT FOR
PERPENDICULAR OR ANGLED WING WALLS**

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.



PARTIAL PLAN OF BARRIER

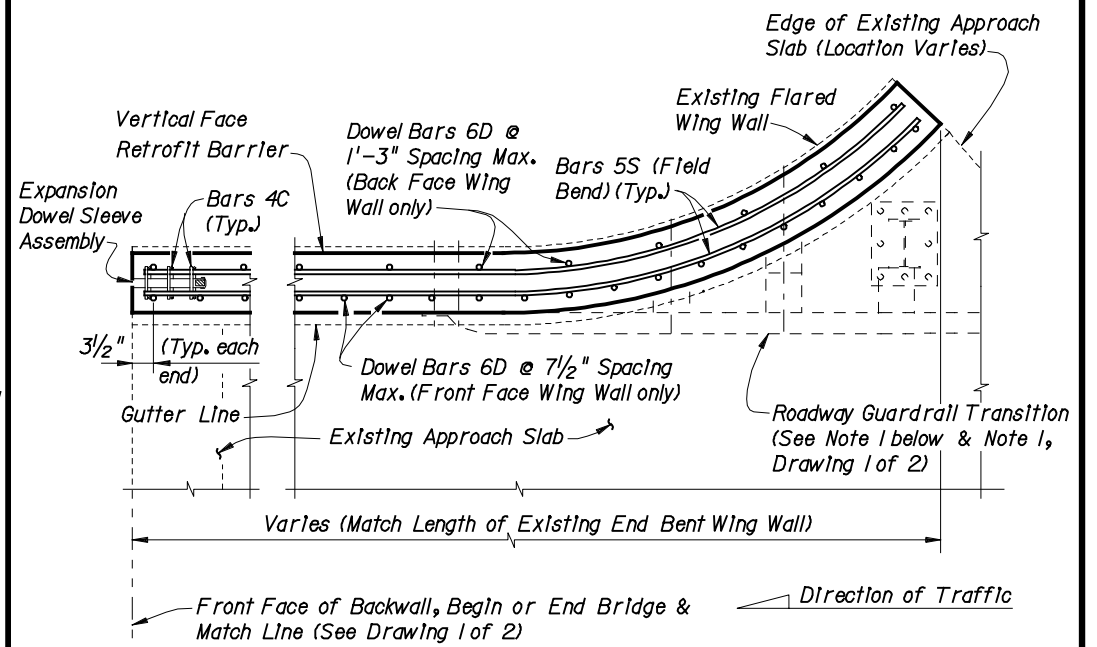


**PARTIAL ELEVATION OF INSIDE FACE OF BARRIER
(Barrier Reinforcing and Expansion Dowel Assemblies not shown for clarity)**

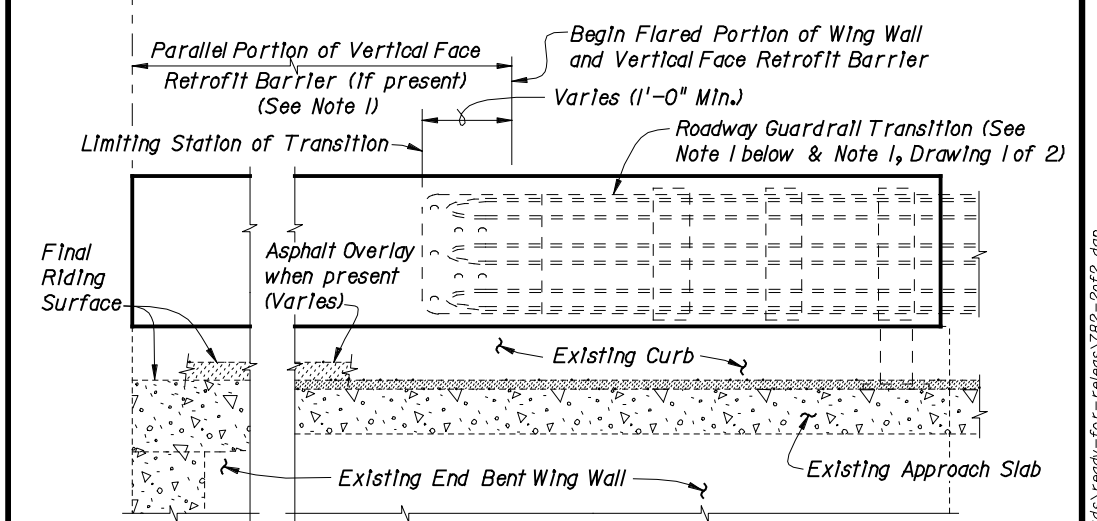
**SCHEME 2
BARRIER END TREATMENT FOR
PARALLEL WING WALLS**

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 Three Beam Terminal Connector to barrier as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index No. 782, 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 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.
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 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 Three Beam Terminal Connector to barrier as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index No. 782, Drawing 1 of 2.

BRIDGE NO. XXXXXX

REVISIONS				NAMES		DATES		ENGINEER OF RECORD			SHEET TITLE		
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	ENGINEER OF RECORD	FLORIDA DEPARTMENT OF TRANSPORTATION			TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)	
12-12-02	SDO	Standard Drawing Issue Date						JLF	STRUCTURES DESIGN OFFICE			INDEX NO. 782 (DRAWING 2 OF 2)	
								CEB	CENTRAL OFFICE				
								JLF	605 Suwannee Street, MS 33				
								CEB	Tallahassee, Florida 32399-0450				
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