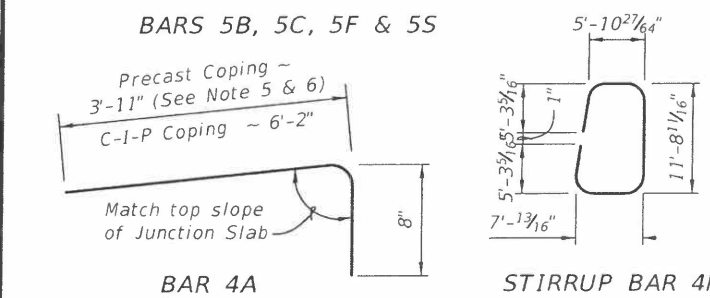
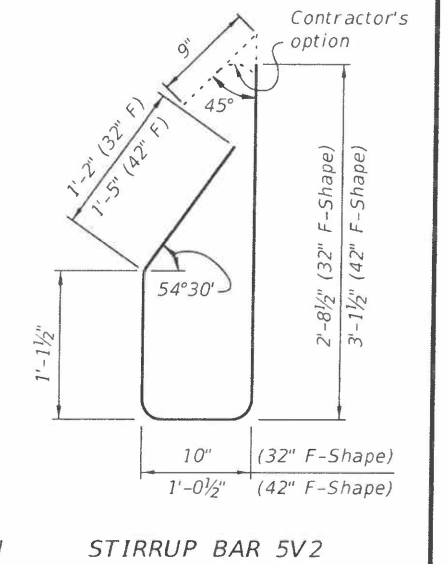
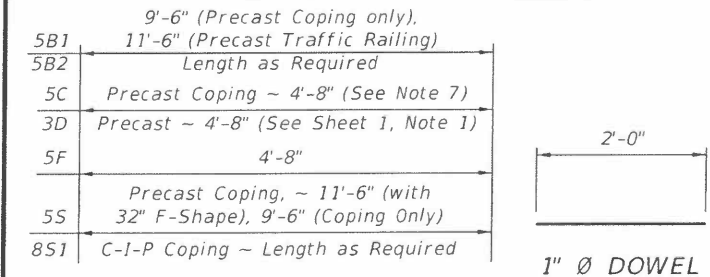
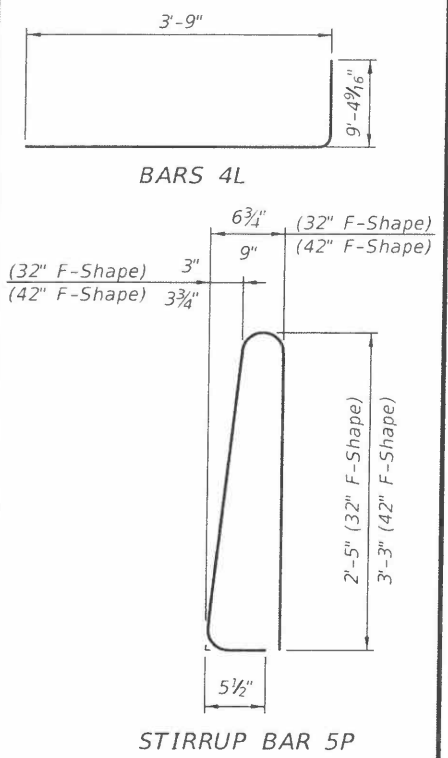
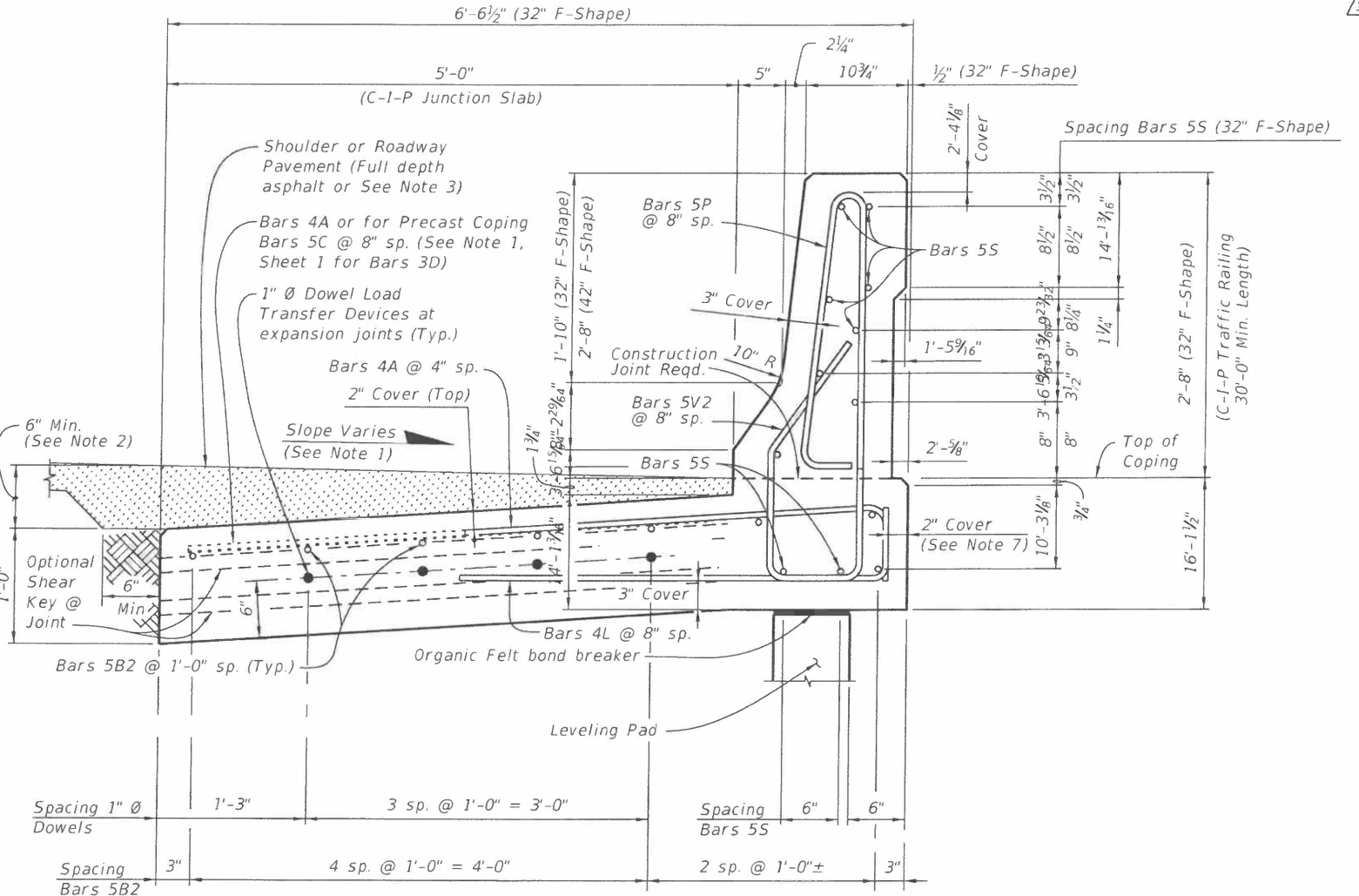


REINFORCING STEEL BENDING DIAGRAMS				
BILL OF REINFORCING STEEL				
MARK	SIZE	LENGTH		
		PRECAST COPING & 32" F-SHAPE	COPING	
			C-I-P	Precast
A	4	5'-7"	8'-0"	5'-9"
B1	5	11'-6"	N/A	9'-6"
B2	5	AS REQD.	AS REQD.	AS REQD.
C	5	4'-8"	N/A	4'-8"
D	3	4'-8"	N/A	4'-8"
F	5	4'-8"	4'-8"	4'-8"
L	4	4'-5"	4'-5"	4'-5"
N	4	2'-6"	N/A	N/A
P	5	5'-7"	5'-7"	5'-7"
S	5	11'-6"	AS REQD.	9'-6"
S1	8	N/A	AS REQD.	9'-6"
V2	5	5'-10"	5'-10"	5'-10"
1" Ø Dowel	Smooth Bar	2'-0"	2'-0"	2'-0"



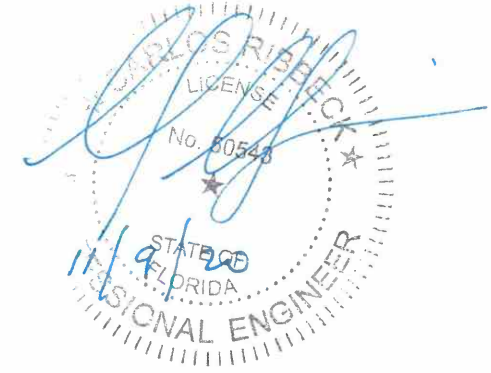
REINFORCING STEEL NOTES:

- All bar dimensions in the bending diagrams are out to out.
- All reinforcing steel at expansion and open joints will have a 2" minimum cover.
- Lap splices for Bars 5B & 5S will be a minimum of 2'-2".
- For Precast Copings only, lap splice Bars 4A with Bars 5C. Lap splices will be a minimum of 2'-2".
- The Contractor may use either full length Bars 4A or lap splice with Bars 5C at alternate Bars 4A for C-I-P Copings.
- Dimension shown is for lap splice option. For mechanical coupler option, this dimension is 1'-4 1/2" (32" F-Shape).
- Dimension shown is for lap splice option. For mechanical coupler option, this dimension is 4'-8".
- The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of deformed wire meeting the requirements of Specification Section 931.
- Contractor may use a single #5 stirrup in lieu of two bars for 5P and 5V2.



TYPICAL SECTION THRU C-I-P TRAFFIC RAILING WITH C-I-P JUNCTION SLAB

- NOTES:**
- Match Cross Slope of Travel Lane or Shoulder.
 - Vary the Junction Slab slope based on the roadway cross slope to maintain a minimum 6" asphalt depth at the edge of the slab.
 - For Rigid Pavement (Concrete), Junction Slab may be thickened to match finish grade.
 - Minimum length of Junction Slab between expansion joints is 30'-0" for 32" F-Shape or 60'-0" for 42" F-Shape.
 - See Index No. 420 & 425 for additional Traffic Railing Details.
 - When the air gap between the precast coping extension and retaining wall exceeds 2 1/2", fill gap with full depth Expanded Polystyrene to provide a maximum 2 1/2" air gap.
 - If slip forming is used, submit shop drawings for approval showing 3" side cover with the Typical Section dimensions adjusted.



F-SHAPE TRAFFIC RAILINGS

REVISIONS		RIBBECK ENGINEERING, INC. 14335 SW 120 STREET, SUITE 205 MIAMI, FLORIDA 33186 TEL. (305) 383-5909 FBPE C.A. NO. 27592	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 231A
DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
05/15/20	3 NEW SHEET ADDED	CARLOS F. RIBBECK P.E LICENSE NO. 50543	SR A1A	MIAMI-DADE	439228-2-58-01	

SPECIAL DETAILS