BACKGROUND:

1. ELEVATIONS REFER TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

2. PROPOSED VALVES, BLOW-OFFS AND OTHER UTILITY APPURTEANCES SHALL NOT BE PROPOSED OUTSIDE CROSSWALKS OR EXISTING SIDEWALKS UNLESS SPECIFICALLY APPROVED BY THE CITY.

3. THE MINIMUM DEPTH OF COVER FOR ALL BURIED PIPE SHALL BE 30 INCHES, 36 INCHES UNDER PAVEMENT WITH A MAXIMUM DEPTH OF 48 INCHES.

4. ALL EXISTING MAINS TO BE TAKEN OUT OF SERVICE SHALL BE GROUTED IN PLACE WHEREVER POSSIBLE.

5. THE CONTRACTOR SHALL REFER TO THE BID TABULATION AND PROJECT TECHNICAL SPECIFICATIONS FOR THE REQUIRED MATERIALS AND SPECIFICATIONS.

6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY WASTEWATER SPILLS THAT OCCUR DURING CONSTRUCTION AND SHALL NOTIFY THE L.C.D.O.T. OF ANY SPILL OR DISCHARGE.

7. TREES THAT ARE REPLACED IN-KIND SHALL BE PLANTED AT THE DIRECTION OF THE ENGINEER, BUT SHALL NOT BE PLANTED DIRECTLY OVER THE NEWLY INSTALLED UTILITY.

8. DRIVEWAY AND SIDEWALK REPLACEMENT SHALL BE FROM EDGE OF PAVEMENT TO EDGE OF CURB, RESPECTIVE YARDS AND ANY OTHER ABOVE GROUND OR UNDERGROUND UTILITIES WITHIN THE RIGHT-OF-WAY OR EASEMENT LIMITS.

9. ROADWAY LANE CLOSURES, DRIVEWAY CLOSURES, POTABLE WATERMAIN AND FORCEMAIN SHUT DOWNS MAY BE REQUIRED TO OCCUR AT NIGHT OR EARLY MORNING HOURS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO THE CONTRACTOR.

10. DRIVEWAY AND SIDEWALK REPLACEMENT SHALL BE FROM EDGE OF PAVEMENT TO THE NEAREST EXPANSION JOINT OR RIGHT-OF-WAY LINE. SIDEWALKS ARE DESIGNED AND INTENDED FOR PEDESTRIAN TRAFFIC ONLY. ALL SIDEWALKS AND PARAPETS SHALL BE A MIN. OF 5' IN WIDTH.

11. THE MINIMUM DEPTH OF COVER FOR ALL BURIED PIPE SHALL BE 30 INCHES, 36 INCHES UNDER PAVEMENT WITH A MAXIMUM DEPTH OF 48 INCHES.

12. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.


15. CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.

16. ROADWAY LANE CLOSURES, DRIVEWAY CLOSURES, POTABLE WATERMAIN AND FORCEMAIN SHUT DOWNS MAY BE REQUIRED TO OCCUR AT NIGHT OR EARLY MORNING HOURS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO THE CONTRACTOR.


18. CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.

19. ALL SIDEWALKS PROPOSED AS PART OF THIS PROJECT SHALL BE CLASS 1 (2500 PSI AT 28 DAYS), MAINTAINED AND RETAINED IN GOOD CONDITION. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ACCIDENTAL BREAKS, REPAIRS AND REPLACEMENTS.

20. CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.


22. CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.


24. CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.

25. CONTRACTOR SHALL REFER TO THE BID TABULATION AND PROJECT SPECIFICATION TECHNICAL SPECIFICATIONS NOTES REGARDING THE METHODS OF PAYMENT FOR SPECIFIC ITEMS.

26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL THE NECESSARY REPAIRS AND REQUIRED MAINTENANCE OF TRAFFIC.

27. MAINTENANCE OF TRAFFIC:

- THE CONTRACTOR SHALL INSTALL ADA DETAILABLE SIGNS AT ALL INTERSECTIONS.

- THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.


- MAINTENANCE OF TRAFFIC:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL THE NECESSARY REPAIRS AND REQUIRED MAINTENANCE OF TRAFFIC.

- THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM ADVANCE NOTICE OF ALL UTILITY SHUT DOWNS PRIOR TO PLACING SIDEWALKS.


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MATCH EXIST. SURFACE ELEVATION

EXIST. DRIVEWAY/SIDE STREET/PAVED SHOULDER

DETECTABLE WARNING SURFACE

SECTION A-A

MATCH 2' DETECTABLE WARNING SURFACE. SEE PLAN SHEETS FOR LOCATIONS

SIDEWALK CONNECTION TO EXISTING DRIVEWAY/SIDE STREET/PAVED SHOULDER

TYPICAL DETAIL

PLAN VIEW

NOTE: CONTRACTOR SHALL CONSTRUCT A TEN (10) FT SIDEWALK CROSS SLOPE TRANSITION AT DRIVEWAYS AND SIDE STREETS TO MATCH THE EXISTING PAVEMENT ELEVATION.

NOTES

1. THE LIMITS OF ASPHALT (OVERLAY) REPLACEMENT SHALL BE DETERMINED BY LEE COUNTY.

2. CONTROLLED LOW STRENGTH MATERIALS (CLSM)

3. USING A 2" THICK 12" DEEP BUTT JOINT AT EACH END.

4. COMPACT 2" LIFTS WITH DENSITIES EVERY 12"
M.O.T. NOTES:

1. CONTRACTOR SHALL UTILIZE F.D.O.T. STANDARD MAINTENANCE OF TRAFFIC INDEXES. CONTRACTOR MUST MAINTAIN ONE FULL WEST BOUND LANE OPEN AT ALL TIMES. CONTRACTOR MAY NOT CLOSE A WEST BOUND TRAVEL LANE BETWEEN 6AM - 7:30PM AND EAST BOUND LANES BETWEEN 7:30AM - 9AM DURING WEEK DAYS WITHOUT 72 HOURS OF ADVANCE NOTICe AND APPROVAL BY ENGINEER OF RECORD AND L.C.D.O.T.

2. CONTRACTOR TO PROVIDE A WEEKLY M.O.T. PLAN BASED ON CONSTRUCTION SEQUENCING TO ENGINEER OF RECORD FOR REVIEW AND APPROVAL 72 HOURS PRIOR TO INITIATING ANY M.O.T. OPERATIONS.

EXISTING PAVEMENT TO BE REMOVED
EXISTING CURB TO BE REMOVED
MILL AND RESURFACE
PROPOSED PAVEMENT
FULL DEPTH OPEN CUT

PAVEMENT PLAN

SITE PLAN

HANCOCK BRIDGE PARKWAY
SIDEWALK AND DRAINAGE IMPROVEMENTS
MOODY ROAD TO U.S. 41

LEGEN D

EXISTING PAVEMENT TO BE REMOVED
EXISTING CURB TO BE REMOVED
MILL AND RESURFACE
PROPOSED PAVEMENT
FULL DEPTH OPEN CUT

NATIONAL CREMATION AND BURIAL SOCIETY

HANCOCK BRIDGE PARKWAY

SUMMARY

PLOT DATE
FRIDAY 6-28-2019 - 2:13 PM

FILE NAME
23404A35.DWG

LOCATION
J:\23404\DWG\DO

PROJECT DESCRIPTION
HANCOCK BRIDGE PARKWAY
SIDEWALK AND DRAINAGE IMPROVEMENTS
MOODY ROAD TO U.S. 41

LEE COUNTY TRANSPORTATION DEPARTMENT
ENGINEER OF RECORD
CARL A. BARRACO, P.E., FOR THE FIRM
FLORIDA P.E. NO. 38536 - CARLB@BARRACO.NET

PLOT BY
WES KAYNE

CROSS REFERENCED DRAWINGS
2271 McGREGOR BLVD., SUITE 100
POST OFFICE DRAWER 2800
FORT MYERS, FLORIDA 33902-2800
PHONE (239) 461-3170
FAX (239) 461-3169

CIVIL ENGINEERING - LAND SURVEYING
LAND PLANNING

FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

BASEPLAN = 23404A00.DWG
SURVEY = 23404S00.DWG

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REPRODUCTION, CHANGES OR ASSIGNMENTS ARE PROHIBITED
M.O.T. NOTES:
1. CONTRACTOR SHALL UTILIZE F.D.O.T. STANDARD MAINTENANCE OF TRAFFIC INDEXES. CONTRACTOR MUST MAINTAIN ONE FULL WEST BOUND LANE OPEN AT ALL TIMES. CONTRACTOR SHALL NOT CLOSE A WEST BOUND TRAVEL LANE BETWEEN 4:00PM - 7:00PM AND EAST BOUND LANES BETWEEN 7:00AM - 9:00AM DURING WEEK DAYS WITHOUT 72 HOURS OF ADVANCED NOTICE AND APPROVAL BY ENGINEER OF RECORD AND L.C.D.O.T.

2. CONTRACTOR TO PROVIDE A WEEKLY M.O.T. PLAN BASED ON CONSTRUCTION SEQUENCING TO ENGINEER OF RECORD FOR REVIEW AND APPROVAL. 72 HOURS PRIOR TO INITIATING ANY M.O.T. OPERATIONS.
PAVEMENT PLAN

LEGEND
- Existing Pavement to be Removed
- Existing Curb to be Removed
- Mill and Resurfacing
- Proposed Pavement
- Full Depth Open Cut

HANCOCK BRIDGE PARKWAY

SITE PLAN

M.O.T. NOTES:
1. Contractor shall utilize F.D.O.T. Standard Maintenance of Traffic Indexes. Contractor must maintain one full west bound lane open at all times. Contractor may not close a west bound travel lane between 4:00PM - 7:00PM and East Bound Lanes between 7:00AM - 9:00AM DURING WEEK DAYS WITHOUT 72 HOURS OF ADVANCED NOTICE AND APPROVAL BY ENGINEER OF RECORD AND L.C.D.O.T.
2. Contractor to provide a weekly M.O.T. Plan based on construction sequencing to engineer of record for review and approval 72 hours prior to initiating any M.O.T. operations.
30" MIN. COVER

EX. 10" FORCEMAIN

APPROXIMATE EX. GROUND AT FORCEMAIN

EX. 10" FORCEMAIN

DEFLECT 10" DR-18 PVC FORCEMAIN AROUND DRAINAGE INLET USING (4) 10" 45° BEND (TO BE MECHANICALLY RESTRANDED PER L.C.U. DETAIL NO. 6.12)

EX. 10" FORCEMAIN

HANCOCK BRIDGE PARKWAY

EX. 10" FORCEMAIN

EX. 10" FORCEMAIN

EX. 10" FORCEMAIN

EX. 10" FORCEMAIN

EX. 10" FORCEMAIN

EX. 10" FORCEMAIN

AIR RELEASE VALVE

15" RCP

15" RCP

15" RCP

15" RCP

5' CONCRETE SIDEWALK

EX. SANITARY SEWER

EX. SANITARY MANHOLES

EX. 15' DR-15 PVC FORCEMAIN

DEFLECT 10" DR-18 PVC FORCEMAIN UNDER 15" RCP (TO BE MECHANICALLY RESTRAINED PER L.C.U. DETAIL NO. 6.11)

EX. EOP

EX. EOP

EX. EOP

EX. EOP

15" RCP

15" RCP

15" RCP

15" RCP

5' CONCRETE SIDEWALK

EX. 15' DR-15 PVC FORCEMAIN

DEFLECT 10" DR-18 PVC FORCEMAIN UNDER 15" RCP (TO BE MECHANICALLY RESTRAINED PER L.C.U. DETAIL NO. 6.11)

EX. EOP

EX. EOP

EX. EOP

EX. EOP

15" RCP

15" RCP

15" RCP

15" RCP

5' CONCRETE SIDEWALK

EX. 15' DR-15 PVC FORCEMAIN

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15" RCP

15" RCP

5' CONCRETE SIDEWALK

EX. 15' DR-15 PVC FORCEMAIN

DEFLECT 10" DR-18 PVC FORCEMAIN UNDER 15" RCP (TO BE MECHANICALLY RESTRAINED PER L.C.U. DETAIL NO. 6.11)
TEMPORARY EROSION AND SEDIMENT CONTROL DETAILS

NOTE: NOT ALL NOTES, DETAILS, SYMBOLS OR OTHER STANDARDS SHOWN ON THIS SHEET MAY BE APPLICABLE TO THIS PROJECT

EROSION CONTROL NOTES:

1. DRAINAGE STRUCTURES OR POINTS WHERE DRAINAGE STRUCTURES WILL BE CONSTRUCTED OR WHERE DRAINAGE STRUCTURES WILL BE ALTERED OR INCREASED IN SIZE (OR AS CALLED FOR ON DETAILED PLANS) IMMEDIATELY UPON ACHIEVING FINAL GRADE.

2. CONTRACTOR SHALL PROVIDE MONITORING OF THE PERFORMANCE OF THE SEDIMENT CONTROL DEVICES FOR 1 YEAR AFTER COMPLETION OF THE PROJECT.

3. THE CONTRACTOR IS RESPONSIBLE FOR ALL SEDIMENT CONTROL DEVICES AND THE COSTS ASSOCIATED WITH THEIR INSTALLATION AND MAINTENANCE.

4. CONTRACTOR SHALL PROVIDE SEDIMENT CONTROL DEVICES FOR ALL DRAINAGE STRUCTURES, WHETHER PERMANENT OR TEMPORARY, AS PER THE REQUIREMENTS OF THIS DOCUMENT.

5. CONTRACTOR SHALL PROVIDE SEDIMENT CONTROL DEVICES FOR ALL DRAINAGE STRUCTURES, WHETHER PERMANENT OR TEMPORARY, AS PER THE REQUIREMENTS OF THIS DOCUMENT.

6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SEDIMENT CONTROL DEVICES AND THE COSTS ASSOCIATED WITH THEIR INSTALLATION AND MAINTENANCE.

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CONTRACTOR RESPONSIBILITIES:

1. PROVIDE AND MAINTAIN SEDIMENT CONTROL DEVICES FOR ALL DRAINAGE STRUCTURES, WHETHER PERMANENT OR TEMPORARY, AS PER THE REQUIREMENTS OF THIS DOCUMENT.

2. PROVIDE AND MAINTAIN SEDIMENT CONTROL DEVICES FOR ALL DRAINAGE STRUCTURES, WHETHER PERMANENT OR TEMPORARY, AS PER THE REQUIREMENTS OF THIS DOCUMENT.

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HANCOCK BRIDGE PARKWAY
SIDEWALK AND DRAINAGE IMPROVEMENTS
MOODY ROAD TO U.S. 41

HANCOCK BRIDGE PARKWAY
ANCHOR WAY
HANCOCK CREEK

MATCHLINE SEE BELOW
SINGLE ROW SILT FENCE
PROPOSED INLET PROTECTION

LEGEND

SCALE IN FEET
0 20 40 80
W N E S
LEE COUNTY
DEPARTMENT OF TRANSPORTATION

FINAL PLANS

HANCOCK BRIDGE PARKWAY OVER HANCOCK CREEK
BRIDGE #124019

STRUCTURE PLANS

INDEX OF STRUCTURE PLANS

SHEET NO. SHEET DESCRIPTION
B-01 KEY SHEET
B-02 GENERAL NOTES

BRIDGE NO. 124019
B1-01 PLAN AND ELEVATION
B1-02 TYPICAL SECTION
B1-03 SUPERSTRUCTURE PLAN
B1-04 SUPERSTRUCTURE DETAILS
B1-05 FORCE MAIN CONNECTION DETAILS
B1-06 REINFORCING BAR LIST
B1-07 THRU B1-11 FDOT INDEX NO. 521-001
B1-12 THRU B1-14 FDOT INDEX NO. 521-423
B1-15 THRU B1-18 FDOT INDEX NO. 521-426

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

GOVERNING DESIGN STANDARDS:
Florida Department of Transportation, January 2019 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

GOVERNING STANDARD SPECIFICATIONS:
Florida Department of Transportation, January 2019 Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/implemented/SpecBooks

TO BE SUBMITTED TO:
VINCENT ZALIAUSKAS, P.E.
P.E. LICENSE NUMBER 60524
HIGHSPANS ENGINEERING, INC.
2121 MCGREGOR BLVD. SUITE 200
FORT MYERS, FL 33901
TEL: (239) 433-3800
CERTIFICATE OF AUTHORIZATION NO. 27559

ENGINEER OF RECORD:
VINCENT ZALIAUSKAS, P.E.
P.E. LICENSE NUMBER 60524
HIGHSPANS ENGINEERING, INC.
2121 MCGREGOR BLVD. SUITE 200
FORT MYERS, FL 33901
TEL: (239) 433-3800
CERTIFICATE OF AUTHORIZATION NO. 27559

LEE COUNTY PROJECT MANAGER:
ALEJANDRO SLAIBE, E.I.
GENERAL NOTES

A. DESIGN SPECIFICATIONS
   1. REINFORCING STEEL:
   2. CONCRETE:
   3. CAST-IN-PLACE TRAFFIC RAILING:
   4. LIGHTWEIGHT IV (115 PCF):
   5. CONCRETE COVER:

B. DESIGN METHODOLOGY
   1. ENDきっかけ WORK:
   2. APPROXIMATED CONNECTIONS:
   3. ANY DAMAGE TO EXISTING REINFORCING STEEL OR PRESTRESSING STRANDS SHALL BE REPAIRED TO THE
   4. EXISTING BRIDGES AND MAY NOT REPRESENT AS-BUILT CONDITIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY
   5. THE ROADWAY PLANS AND THE NOTES ON THE CONSTRUCTION SEQUENCE DRAWINGS.

C. VERTICAL DATUM
   1. VERTICAL DATUM USED IS THE ONE SHOWN IN THE ROADWAY PLANS.
   2. VERTICAL RAILING:
   3. PEDESTRIAN:
   4. 32" VERTICAL RAILING WITH 2-BULLET BIKE/PED RAILING: 395 PLF

D. ENVIRONMENTAL
   1. INITIAL SET TIME = 20 MIN.
   2. MIN. 28-DAY CURE:
   3. THERMAL COEFFICIENT OF EXPANSION OF HDPE:
   4. THERMAL COEFFICIENT OF EXPANSION OF HDG STEEL:
   5. THERMAL COEFFICIENT OF EXPANSION OF CONCRETE:

E. DESIGN SPECIFICATIONS
   1. FLOODPLANE:
   2. CARRIAGE:"
NOTES
1. COORDINATE BASELINE OF SURVEY TO MATCH CENTERLINE OF BRIDGE.
2. REMOVE APPROXIMATELY 3' OF EXISTING ASPHALT OVERLAY FROM BRIDGE AND APPROACH SLABS WITHOUT DAMAGE TO PRECAST SLAB.
3. ASPHALT OVERLAY TO BE PLACED ON BRIDGE AND APPROACH SLABS.
4. MATCH EXISTING ASPHALT SLOPE.
5. ALL REINFORCING STEEL SHALL BE ASTM A706, GRADE 60KSI.
6. CONTRACTOR SHALL SUBMIT LIGHTWEIGHT CONCRETE MIX FOR APPROVAL.
7. SIDEWALK DRAINAGE OFF THE BRIDGE SHALL BE COORDINATED WITH ROADWAY PLANS.
8. EXISTING UTILITIES TO BE RELOCATED PRIOR TO DEMOLITION OF EXISTING CONCRETE TRAFFIC BARRIERS.
9. LEE COUNTY WILL PERFORM EXPANSION JOINT REPLACEMENT FOR THE BRIDGE AFTER MILLING AND RESURFACING.
1. CONTRACTOR SHALL PROTECT EXIST UTILITIES, PROVIDE PLANS TO FOR TEMPORARY SUPPORT IF REQUIRED.
2. DRILL HOLES FOR DOWELS BY METHODS THAT WILL NOT DAMAGE EXISTING REINFORCEMENT AND STRANDS.
3. TRAFFIC RAILING PER INDEX 521-423, BIKE/PED RAILING PER INDEX 521-426, ROADWAY MEDIAN CONCRETE BARRIER AND POWER POLE SHIELDING PER INDEX 521-001.
4. CLEAN SURFACE AND ROUGHEN EXISTING CONCRETE TO 1/4 AMPLITUDE AT ALL NEW CONCRETE CONTACT AREAS.
5. ANY DAMAGE TO EXISTING REINFORCEMENT OR PRESTRESSING STRANDS SHALL BE REPAIRED TO THE SATISFACTION OF THE CONTRACTOR.
6. JOINT LOCATIONS IN TRAFFIC RAILING SHALL MATCH BRIDGE JOINTS, AND SPACED PER THE STANDARD PLANS.
### Location: Hancock Creek Bridge, Sidewalk Widening

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**Location: Hancock Creek Bridge Approach Slab**

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**Note:**

Price and payment for all 36" median barrier and pole shielding reinforcing steel shall be included in the cost of median concrete barriers.

Price and payment for all 32" vertical face railing and 36" median railing reinforcing steel shall be included in the cost of concrete traffic railings.

100% STRUCTURE PLANS - BRIDGE NO. 124019
**DESCRIPTION:**

**REVISED**

**LAST OF STANDARD PLANS FY 2018-19 SHEET INDEX**

**HANCOCK BRIDGE PARKWAY OVER HANCOCK CREEK  -  BRIDGE #124019 SHEET B1-07 (1 OF 5)**

**NOTE:**

1. **BARRIER RUN SEGMENT:** Within the Barrier Run Segment, either the 38" Height Median Barrier or the differing Median Barrier sections shown throughout the Index may be placed as required per the Plans.

2. **SECTION VIEWS:** For additional Views A-A and B-B, see Sheet 3.

3. **DOWELED JOINTS:** See the General Notes on Sheet 1 for usage of joint types. Space Doweled Joints at 100-foot maximum intervals. Place steel reinforcing with a longitudinal 3" cover adjacent to the joint faces(s) in the barrier. Use ASTM A36 smooth round bars with hot-dip galvanization.

   For the dowel connection into the first casting, the dowel may be cast-in-place for new concrete or placed into a 1" Ø x 13½" Ø drilled hole for cured concrete. For drilled holes larger than 1½", secure the dowel with adhesive in accordance with Specification 416. No load testing is required.

   For the dowel connection into the second casting, use a 1½" NPS Schedule 80 PVC pipe with a sealed cap, cast-in-place as shown.

4. **OPTIONAL LONGITUDINAL JOINT:** When a longitudinal joint is placed above the footing, use the Optional 1½" Ø x 14" PVC Sleeve (Typ.) for the dowel connection into the second casting. The PVC Cap over 1½" Ø x 2" Polyurethane Plug (Typ.) may be used as an alternative to the Sleeve.

5. **TRAFFIC RAILING CONNECTIONS:** Align the barrier and Traffic Railing faces and connect with the ½" Dowelled Joint.

6. **GUARDRAIL CONNECTIONS:** Connect Guardrail using the Transition Connections to Rigid Barrier per Index 536-001 in conjunction with the 16'-0" End Segment for Guardrail shown herein.

7. **CRASH CUSHION CONNECTORS:** Connect Crash Cushions per Index 544-001 in conjunction with the 3'-0" End Transition for Guardrail as shown herein.

8. **FREE ENDS:** When the barrier end does not terminate with a Traffic Railing Connection, Guardrail Connection, Crash Cushion Connection, or Sloped End Treatment as called for in the Plans, terminate in accordance with the Free End Reinforcing detail on Sheet 3.
NOTES:

1. GENERAL: Work with the Plan and Elevation Views on Sheet 2.
2. BAR BENDING DIAGRAMS: For additional information on Bars 4V1 and 4U1, see the details on Sheet 2.
3. PLAN VIEWS: Only top and bottom longitudinal reinforcing is shown for clarity. For all longitudinal steel locations, see the section views.

PLAN VIEW - 38" HEIGHT MEDIAN BARRIER
FREE END REINFORCING (See Note 3)

PLAN VIEW - END SEGMENT FOR GUARDRAIL CONNECTION (See Note 3)

SECTION A-A
38" HEIGHT MEDIAN BARRIER
Concrete Qty. = 0.20 CY/FT
Steel Qty. = 11.8 LB/FT

VIEW B-B
REDUCED SECTION OF END TRANSITION FOR GUARDRAIL
(End of Barrier)
**DESCRIPTION:**

Revision of Standard Plans FY 2018-19

**INDEX**

**REVIEW 01/01/17**

**CONCRETE BARRIER**

**HANCOCK BRIDGE PARKWAY OVER HANCOCK CREEK - BRIDGE #124019**

**SHEET B1-09 (3 OF 5)**

**NOTES:**

1. GENERAL: Install Sloped End Treatment only where called for in the plans.

2. JOINTS: Construction or Dowelled Joints are not permitted within the Sloped End Treatment segment.
NOTES:

1. OVERHEAD SIGN SUPPORT: The overhead sign support shown is an example only; see the Plans for the actual shape dimensions and requirements. The overall length and width of the split barrier system is governed by the project-specific overhead sign support dimensions, as defined in the Plans.

2. MULTIPLE SIGN SUPPORTS: The parallel segment may be lengthened to accommodate multiple sign supports, with the approach and trailing tapers located 1 foot, measured longitudinally, upstream and downstream from the first and last sign support dimensions, as defined in the Plans.

3. STIRRUP BARS: For the vertical and transverse reinforcement requirements shown in Sections A-A and B-B, bar bending diagrams are not provided due to varying section dimensions. Use any combination of spliced reinforcing steel to position the reinforcement with the same cover, spacing, continuity, and equivalent strength shown herein, as approved by the Engineer.

4. PLAN VIEW: Only outermost longitudinal reinforcing is shown for clarity. For all reinforcement with the same cover, spacing, continuity, and equivalent strength shown herein, as approved by the Engineer.

---

**SECTION A-A**

**TRANSITION SECTION**

**38° Height Split Sections**

**SECTION B-B**

**38° HEIGHT SPLIT SECTION**

**OPPOSITE SIDE SIMILAR BY OPPOSITE HAND**

**SECTION C-C**

**38° Height Median Barrier**

**PLAN**

(See Note 4)

**CONCRETE BARRIER**

**MEDIAN BARRIER - 38° HEIGHT SPLIT SECTION FOR STAND-ALONE SIGN SUPPORT SHIELDING**

HANCOCK BRIDGE PARKWAY OVER HANCOCK CREEK - BRIDGE #124019 SHEET B1-10 (4 OF 5)

**CONCRETE BARRIER**
NOTES:

1. Work with the Standard Bar Bending Details per Index 415-001.

2. All bar dimensions in the bending diagrams are out to out.
V-Groove in both faces and top of Traffic Railing

For Railing End Transition see Railing End Detail (Typical where Guardrail Connection is required)

Edge of Approach Slab (Coping)

For Treatment of Railings on skewed bridges see Index 521-427.

RAILINGS ON RETAINING WALLS: If the Traffic Railing is to be provided on a retaining wall, the railing section will be the same as shown on Sheet 2. All other details such as the End Transition, Guardrail Connection, the maximum spacing of the 1'-9" open joints and 1/2" V-Groove shall apply.

NAME, DATE, AND BRIDGE NUMBER: The Name and Bridge Number shall be placed on the Traffic Railing so as to be seen on the driver's right side when approaching the bridge. The Date shall be placed on the driver's left side when approaching the bridge. The Name shall be as shown in the General Notes of the Structures Plans. The Date shall be the year the bridge is completed. For a widening when the existing railing is removed, use both the existing date and the year of the widening. Black plastic letters and figures 3" in height may be used, as approved by the Engineer, in lieu of the letters and figures formed by 1/2" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

OPEN JOINTS: See Structures Plans, Special Structure, Approach Slab Sheets and Retaining Walls for actual dimensions and joint orientation. Provide open Traffic Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Index 521-427. Provide 1/2" Intermediate Open Joints at:

1. Superstructure supports where slab is continuous,
2. Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

CROSS REFERENCE:
For Section A-A and View B-B, see Sheet 2.
For Detail "A" see Sheet 3.

TRAFFIC RAILING (32' VERTICAL SHAPE)
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

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ROADWAY CROSS-SLOPE

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REINFORCING STEEL

1. All bar dimensions in the bending diagrams are cut to cut.
2. The 3'-8" vertical dimensions shown for Bars ST and SX are based on a bridge deck with a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and a counter 2% raised sidewalk cross slope. If the raised sidewalk thickness, width or cross slopes vary from the above amounts, adjust these vertical dimensions accordingly to achieve a 6" minimum embedment into the bridge deck.
3. The reinforcement for the railing on a Retaining Wall shall be the same as detailed with ØA = 90°.
4. All reinforcing steel at the open joints shall have a 2" minimum cover.
5. Bars SS may be continuous or spliced at the construction joints. Bar splices for Bars SS shall be a minimum of 2'-2".
6. The Contractor may utilize Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.

SECTION THRU RECESSED "V" GROOVE TO FORM INSCRIBED LETTERS AND FIGURES

INTERMEDIATE JOINT SEAL NOTES:

1. At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant in accordance with Specification Section 932.
2. Apply sealant prior to any Class V finish coating and remove all curing compound and loose material from the surface prior to application of bonding agent.
3. The cost of the Pre-cured Silicone Sealant shall be included in the Contract Unit Price for the Traffic Railing.

DETAIL "A" - SECTION AT INTERMEDIATE OPEN JOINT

CONTRACTOR'S INVENTORIES

ESTIMATED TRAFFIC RAILING QUANTITIES

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(The above quantities are based on a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and counter 2% sidewalk cross slope.)
This railing has been structurally evaluated to be equivalent or greater in strength to other single-slope railings which have been crash tested to MASH TL-4 criteria.

CONCRETE AND REINFORCING STEEL: See Structures Plans, General Notes.

GUARDRAIL: For Guardrail Connection details see Index 536-001.

SUPERELEVATED BRIDGES: At the option of the Contractor the Traffic Railing on super-elevated bridges may be constructed perpendicular to the roadway surface. If an adjoining railing is constructed plumb, transition the end of the Traffic Railing from perpendicular to plumb over a minimum distance of 20'-0". The cost of all modifications will be at the Contractor's expense.

BARRIER Delineators: Install Barrier Delineators on top of the Traffic Railing along the centerline in accordance with Specification Section 705.

V-GROOVES: Construct ½ V-Grooves plumb. Space V-Grooves equally between ½ open joints and/or Deck Joints.

JOINTS: See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Sheet 2.

Provide ½ Intermediate Open Joints at:
(1) - Superstructure supports where slab is continuous.
(2) - Ends of Approach Slabs adjacent to a Roadway Median Barrier.

END TRANSITIONS: When guardrail approaches are shown in the Plans, provide the Railing End Transition as shown in Detail "A". When a Concrete Median Barrier is shown on the approaches, provide the Railing Height Transition as shown in Detail "B".

CROSS REFERENCE:
For Section A-A, View B-B, Detail "A" and Detail "B" see Sheet 2.
For Detail "C" see Sheet 4.

TRAFFIC RAILING NOTES

V-GROOVES: Construct ½ V-Grooves plumb. Space V-Grooves equally between ½ open joints and/or Deck Joints.

JOINTS: See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Sheet 2.

Provide ½ Intermediate Open Joints at:
(1) - Superstructure supports where slab is continuous.
(2) - Ends of Approach Slabs adjacent to a Roadway Median Barrier.

END TRANSITIONS: When guardrail approaches are shown in the Plans, provide the Railing End Transition as shown in Detail "A". When a Concrete Median Barrier is shown on the approaches, provide the Railing Height Transition as shown in Detail "B".
TYPICAL SECTION THRU TRAFFIC RAILING
(SECTION THRU BRIDGE DECK SHOWN - SECTION THRU APPROACH SLAB SIMILAR)

NOTES:
1. When guardrail approaches are shown in the plans, begin placing Railing Bars 5R and 5W on Approach Slab at the railing end and proceed toward Begin or End Bridge to avoid conflict with guardrail bolt holes. Cut, bend and lap bars as shown to maintain cover. If required, adjustments to the bar spacing for Bars 5R and 5W shall be made immediately adjacent to Begin or End Bridge.
2. When a Concrete Barrier is used beyond the Approach Slab form a 5'-0" long Height Transition and raise Bars 5R up to maintain 2" top clearance.

38" Single-Slope Barrier

Raising Bars 5R to maintain 2" cover at top of Traffic Railing along taper

DETAIL "B"

ELEVATION - RAILING HEIGHT TRANSITION
(Showing Transition to 38" Single-Slope Barrier)
PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH MEDIAN TRAFFIC RAILING

NOTES:
1) Median Traffic Railing reinforcement vertical bars 5W may be shifted up to 1" (Max.) and rotated up to 10 degrees as required to allow proper placement.
2) Transition Stirrup Bars 5W shall be used as required at railing ends adjacent to expansion joints to facilitate placement of bars in acute corners. Place Transition Bars 5W in a fan pattern to maintain spacing. Rotate bars in 10° (Max.) increments as required.
3) Median Traffic Railing ends at deck expansion joints shall follow the deck joint with allowance for joint movement. See Structures Plans, Superstructure and Approach Slab Sheets for details.
4) 3/8" Intermediate Open Joints and V-Grooves in railing shall be placed perpendicular or radial to the θ of the median railing. See Structures Plans, Superstructure and Approach Slab Sheets for details.
5) At begin or end approach slab extend slab at the median railing ends 3" (open side) as shown to provide a base for casting of the railing.
6) Work this Sheet with Approach Slab Indexes as applicable.
7) Deck Expansion Joint at begin or end bridge shown. Deck Expansion Joints at θ Pier or Intermediate Bents are similar.
8) Partial Plan Views shown are intended as guides only. See Structures Plans, Superstructure and Approach Slab Sheets for skew angles, joint orientation, dimensions and details.
9) If Welded Wire Reinforcement is used in lieu of conventional reinforcement, placement of the WWR vertical elements shall be similar to those shown above. Clipping of horizontal elements to facilitate placement shall be minimized where possible. Where clipping is required, supplement horizontal elements by lap splicing with deformed bars having an equivalent area of steel.
The above quantities are based on a crowned roadway, with a 2% cross slope.

Reinforcing Steel
Concrete

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(The above quantities are based on a crowned roadway, with a 2% cross slope.)