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D. R. HORTON

ROOKERY DEVELOPMENT

CONTRACT PLANS

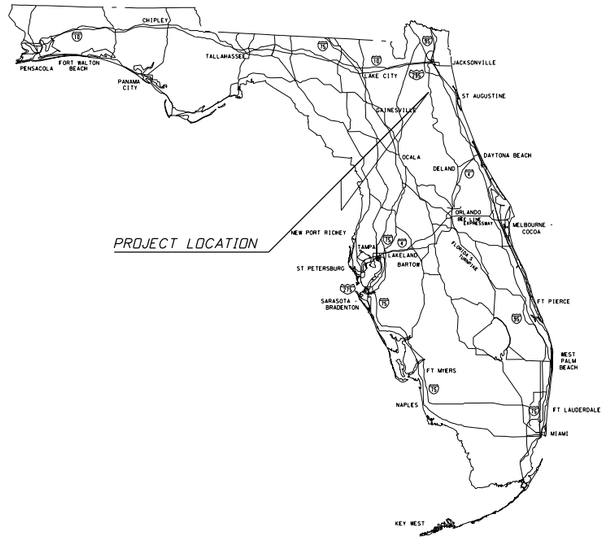
CLAY COUNTY

PEARCE BLVD. BRIDGE OVER CSX RR

BRIDGE NO. 714054

STRUCTURE PLANS

All Construction Shall comply with CSX Public Project Manual.



FDOT STANDARD PLANS FOR BRIDGE CONSTRUCTION (FY 2021-22)

400-090	APPROACH SLABS (30 FT.) FLEXIBLE PAVEMENT APPROACHES
400-510	COMPOSITE ELASTOMERIC BEARING PADS - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS
415-001	BAR BENDING DETAILS (STEEL)
450-010	FLORIDA-I BEAM - TYPICAL DETAILS AND NOTES
450-036	FLORIDA-I 36 BEAM - STANDARD DETAILS
450-054	FLORIDA-I 54 BEAM - STANDARD DETAILS
450-199	PRESTRESSED I-BEAMS BUILD-UP & DEFLECTION DATA
450-511	BEARING PLATES (TYPE 1) - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS
455-001	SQUARE PRESTRESSED CONCRETE PILES - TYPICAL DETAILS AND NOTES
455-024	24" SQUARE PRESTRESSED CONCRETE PILE
458-110	EXPANSION JOINT SYSTEM - POURED JOINT WITH BACKER ROD
520-020	TRAFFIC SEPARATOR (TYPE "F" CURB)
521-427	TRAFFIC RAILING - (36" SINGLE-SLOPE)
521-428	TRAFFIC RAILING - (42" SINGLE-SLOPE)
521-660	LIGHT POLE PEDESTAL - BRIDGE
521-825	PEDESTRIAN/BICYCLE RAILING (42" CONCRETE)
548-020	MSE RETAINING WALL SYSTEMS (PERMANENT)
550-013	BRIDGE FENCING (OVER RAILROAD)
630-010	CONDUIT DETAILS - EMBEDDED

STRUCTURE PLANS ENGINEER OF RECORD:

DUANE MERRELL, P.E.
FL LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

RELEASED FOR CONSTRUCTION

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
N/A	N/A	B-1

SUMMARY OF STRUCTURE QUANTITIES - BRIDGE NO. 714054

SECTION	PAY ITEM NO.	PAY ITEM DESCRIPTION	LOCATION	UNIT	QUANTITY P	QUANTITY F	TOTAL P	TOTAL F	DESIGN NOTES	CONSTRUCTION REMARKS
FOUNDATION	455-34-5	Prestressed Concrete Piling, 24" SQ	End Bent 1 Int. Bent 2 Int. Bent 3 End Bent 4	LF LF LF LF	440 360 360 360		1,520			
	455-143-5	Test Piles-Prestressed Concrete 24" SQ	End Bent 1 Int. Bent 2 Int. Bent 3 End Bent 4	LF LF LF LF	70 60 60 60		250			
	459-71	Polyethylene Sheeting on Concrete Piles	End Bent 1 End Bent 4	SY SY	60 60		120			
WALLS	548-12	Retaining Wall System, Permanent, Excluding Barrier	Wall 1 Wall 2	SF SF	7,138 21,428		28566			
SUBSTRUCTURE	400-4-5	Concrete Class IV, Bridge Substructure	End Bent 1 Int. Bent 2 Int. Bent 3 End Bent 4	CY CY CY CY	36.5 45.3 45.3 36.5		164			
	415-1-5	Reinforcing Steel - Bridge Substructure	End Bent 1 Int. Bent 2 Int. Bent 3 End Bent 4	LB LB LB LB	2,591 17,303 17,303 2,673		39,870			
APPROACH SLABS	400-2-10	Concrete Class II, Approach Slabs	Approach Slab 1 Approach Slab 2	CY CY	77.5 77.5		155			
	415-1-9	Reinforcing Steel - Approach Slabs	Approach Slab 1 Approach Slab 2	LB LB	6,317 6,317		12,634			
SUPERSTRUCTURE	400-2-4	Concrete Class II, Bridge Superstructure	Spans 1 & 2	CY	408.5		408.5			
	415-1-4	Reinforcing Steel - Bridge Superstructure	Spans 1 & 2	LB	48,559		48559.0			
	400-9	Bridge Deck Grooving & Planing, Deck 8.5" and Greater	Bridge Deck & App. Slabs	SY	1393		1393.0			
	400-147	Composite Neoprene Pads	All Spans	CF	7.6		7.6			
	450-2-36	Prestressed Beams, Florida I-Beam 36"	Span 1 Span 3	LF LF	288 288		576			
	450-2-54	Prestressed Beams, Florida I-Beam 54"	Span 2	LF	1152		1,152			
	458-1-11	Bridge Deck Expansion Joint, New Construction, F&I Poured Joint With Backer Rod	Begin Bridge End Bridge	LF LF	27 27		54			
RAILING/ BARRIERS	521-5-13	Concrete Traffic Railing - Bridge, 36" Single-Slope	Approach Slab 1 Bridge Deck Approach Slab 2	LF LF LF	30 192 30		252			
	521-5-14	Concrete Traffic Railing - Bridge, 42" Single-Slope	Approach Slab 1 Bridge Deck Approach Slab 2	LF LF LF	30 192 30		252			
	521-6-12	Concrete Parapet, Pedestrian/Bicycle, 42" Height	Approach Slab 1 Bridge Deck Approach Slab 2	LF LF LF	30 192 30		252			
CONDUIT	630-2-16	Conduit F&I Embedded Concrete Barriers and Traffic Railings	36" Single-Slope Traffic Railing 42" Single-Slope Traffic Railing	LF LF	756 0		756			
JUNCTION BOXES	635-3-13	Junction Box F&I Embedded	36" Single-Slope Traffic Railing 42" Single-Slope Traffic Railing	EA EA	6 0		6			

BRIDGE NO. 714054

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SUMMARY OF STRUCTURE QUANTITIES

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: BQ1-01

MerrellD 6/27/2022 5:52:38 PM

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DUANE MERRELL, P.E. LICENSE No 36843 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Duane R Merrell

2022.06.28 10:24:07 -04'00'

ON THE DATE ADJACENT TO THE SEAL.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC DOCUMENTS.

POND & COMPANY
1200 RIVERPLACE BLVD., STE. 600
JACKSONVILLE, FL 32207
DUANE MERRELL, P.E. NO. 36843

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

STRUCTURE PLANS

SHEET NO.	SHEET DESCRIPTION
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BW-04	MSE WALL (2B & 2C) PLAN & ELEVATION
BW-05	MSE WALL DETAILS
BW-06	MSE WALL DATA TABLES

CHRISTOPHER M. EGAN LICENSE No 79645 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Christopher M. Egan, State of Florida Professional Engineer, License No. 79645.

This item has been digitally signed and sealed by Christopher Egan on the dates indicated here.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

2022.06.28 11:38:29-04'00'

ON THE DATE ADJACENT TO THE SEAL.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC DOCUMENTS.

ECS FLORIDA, LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CHRISTOPHER M. EGAN, P.E. NO. 79645

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

STRUCTURE PLANS

SHEET NO.	SHEET DESCRIPTION
B-2	SIGNATURE SHEET
B-8	REPORT OF CORE BORING (1 OF 9)
B-9	REPORT OF CORE BORING (2 OF 9)
B-10	REPORT OF CORE BORING (3 OF 9)
B-11	REPORT OF CORE BORING (4 OF 9)
B-12	REPORT OF CORE BORING (5 OF 9)
B-13	REPORT OF CORE BORING (6 OF 9)
B-14	REPORT OF CORE BORING (7 OF 9)
B-15	REPORT OF CORE BORING (8 OF 9)
B-16	REPORT OF CORE BORING (9 OF 9)
B1-33	FIELD INSTRUMENTATION LOCATION PLAN

BRIDGE NO. 714054

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SIGNATURE SHEET

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B-2

SPECIAL NOTES

1. All work on, over, under, or adjacent to CSX right-of-way shall be done in accordance with the CSX Special Provisions, which can be found within the CSX Public Projects Manual, available at: https://www.csx.com/index.cfm/about-us/property/.

2. No work shall take place within 50 feet of the centerline of the CSX track without a railroad flagman being present. Provide the CSX field representative with at least thirty (30) business days advance notice of beginning work within this area to allow for the scheduling of the railroad flagman.

3. Construction clearances shall be subject to approval by CSX. Typically, reduction in clearance for construction is not permitted.

4. Contractor shall maintain all ditches and drainage structures free of silt or other obstructions that may result from their operations. Contractor, upon completion of the Project, shall leave CSX Property in neat a condition, satisfactory to the CSX Representative.

5. The Contractor shall provide, install and maintain a geotextile fabric ballast protection system to prevent debris and fines from fouling the ballast. The ballast protection system shall extend 25' beyond the outer limits of the bridge on both sides.

6. The Contractor may not use CSX right-of-way for storage of materials or equipment during construction without prior approval from CSX.

7. CSX shall be furnished as-built drawings showing actual clearances as constructed prior to project completion and close-out.

8. The Contractor shall reference the CSX Construction Submission Criteria for construction related submittal requirements while working on, over, under or adjacent to CSX right-of-way. The Construction Submission Criteria can be found within the Public Project Manual. The Contractor(s) is required to submit a detailed work plan for review and approval by CSX, including but not limited to the below items:
   a) Foundation Installation
   b) Girder Erection and Stabilization
   c) Protective Fencing Detail

9. The Contractor shall notify and coordinate their work with the on-site CSX Representative.

10. "One Call" services do not locate buried railroad signal and communications lines. The contractor shall contact the railroad's representative two (2) days in advance of those places where excavation, pile driving, or heavy loads may damage railroad underground lines on railroad property. Upon request from the contractor or agency, railroad signal forces will locate and paint mark or flag railroad underground signal, communication, and power lines in the area to be disturbed for the contractor. The contractor shall avoid excavation or other disturbance of these lines which are critical to the safety of the railroad and the public. If disturbance or excavation is required near a buried railroad signal, communication, or power line, the line shall be potholed manually with careful hand excavation by the contractor and protected by the contractor during the course of the disturbance under the supervision and direction of a railroad signal representative.

11. All soils excavated within CSX's railroad right-of-way shall remain on CSX's right-of-way. For any excavated soil that requires off-site disposal, the licensee is required to use only CSX approved laboratories, transporters, and disposal facility that are in compliance with all applicable environmental laws and CSX's policies and procedures. Soil resulting from excavation outside of CSX's railroad right-of-way or railroad owned property shall not be brought onto CSX's property and therefore must be stored off CSX property. CSX shall not incur any costs related to the disposal of soils generated due to construction activity related to this project.

BRIDGE NO. 714054

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SPECIAL NOTES

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B-3

GENERAL NOTES

A. Design Specifications:
1) FDOT Structures Manual dated January 2022.
2) American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor (LRFD) Bridge Design Specifications, 9th Edition and all subsequent interims.
3) FDOT 2022 FDM and subsequent Roadway and Structures Design Bulletins.

B. Governing Standards and Construction Specifications:
Florida Department of Transportation, FY 2022–23 Standard Plans and revised Index Drawings as appended herein, and January 2022 Standard Specifications for Road and Bridge Construction, as amended by Contract Documents.

C. Vertical Datum: All elevations are referenced from the North American Vertical Datum dated 1988 (NAVD 88).

D. Environment:

	Substructure	
Superstructure	Concrete	Steel
Slightly	Moderately	Moderately

E. Design Methodology: Load and Resistance Factor Design (LRFD) method using strength (extreme event), service and fatigue limit states.

F. Design Loading:
1) Live Loads:
HL–93 with Dynamic Load Allowance
2) Dead Loads:
a. 36" Single Slope Traffic Railing: 430 plf
b. 42" Single Slope Traffic Railing: 580 plf
c. Stay–In–Place Forms: 20 pcf
d. Reinforced Concrete: 150 pcf
e. Future Wearing Surface: Design does not include an allowance for future wearing surface
f. The 8½" deck thickness includes a one– half inch sacrificial thickness included in the dead load of the deck but omitted from the section properties used for design.
g. 4" Wide Type "F" Traffic Separator 292 plf
h. Bridge Fencing (Curved Top): 40 plf
i. 42" Concrete Pedestrian/Bicycle Railing: 320 plf
3) Construction Loads:
a. Finishing Machine Load: 7 kips
b. Finishing Machine Wheel Location beyond the edge of deck overhang: 6"
c. Construction Live Load: 20 psf extended over the entire bridge width and 50–feet in longitudinal length centered on the finishing machine.
d. Removable Deck Cantilever Timber Forms with Overhang Brackets: 15 psf
e. Live load at or near the outside edge of deck during deck casting : 75 psf applied as a moving load over a length of 20 feet.
f. Construction Inactive Design Wind Speed: 90 MPH
g. Velocity Pressure Exposure Coefficient (k_z): 1.14
h. Construction Active Design Wind Speed: 30 MPH
4) Vehicle Collision Force: Not Applicable

5) Utilities: No allowance for utility loads has been included in the design.

G. Materials:
1) Reinforcing Steel: Grade 60 Carbon Steel per Specification 931.
2) Concrete:

Class	Min. 28–Day Compressive Strength (psi)	Location
II	3400	Traffic Railing
II (Bridge Deck)	4500	Bridge Deck & Approach Slabs
IV	5500	C.I.P. Substructure
VI	8500	Prestressed Concrete Beams
V (Special)	6000	Prestressed Concrete Piles

3) Concrete Cover:

C.I.P. Superstructure (Top of Deck)	2½"
C.I.P. Superstructure (Except Top of Deck)	2"
C.I.P. Substructure (Cast Against Earth)	4"
C.I.P. Substructure (Formed Surfaces)	3"
C.I.P. Substructure (Top of Beam Pedestals)	2"
Precast Prestressed Beams (Except Top Surface)	2"
Top Surface of Beam Top Flange	¾"

Concrete cover dimensions shown in the plans do not include placement and fabrication tolerances unless shown as "minimum cover". See Specification 415 for allowable tolerances. All dimensions pertaining to the location of reinforcing steel are to centerline of bar except where clear dimension is noted to face of concrete.

Provide ¾" chamfers on all exposed edges unless otherwise noted.

H. Surface Finish: A Class 2 Surface Finish shall be applied to top and sides of all railings, bridge deck coping, and ends of intermediate bent caps as shown in the Finish Detail on this sheet.

I. Plan Dimensions: All dimensions in these plans are measured in feet either horizontally or vertically unless otherwise noted.

J. Utilities: For plan locations of existing utilities, see Plan and Elevation sheet. Locations of utilities shown in the plans are approximate. For disposition of utilities, see the Utility Adjustment sheet in the Roadway plans.

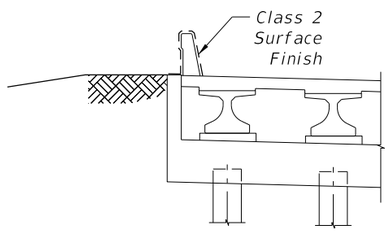
K. Bridge Name and Number: Place the following bridge name and number on the traffic railings in accordance with the Traffic Railing Design Standards:

Name: CSX RR
Number: 714054

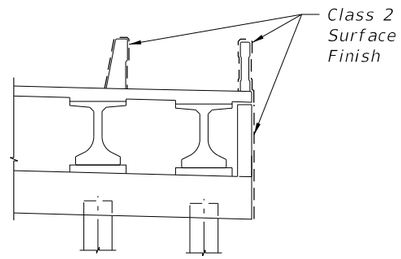
L. Screeding Deck: Screed the riding surface of the Bridge Deck and Approach slabs to achieve the Finish Grade Elevations shown in the plans. Account for the theoretical deflections due to self weight, deck casting sequence, deck forming systems, construction loads and temporary shoring, etc., as required.

M. Stay–In–Place Deck Forms: Design includes allowance for 20 psf over the projected plan area of the metal forms for the unit weight of the metal forms and the concrete required to fill the form flutes. Stay–in–place forms are not allowed at deck cantilevers.

N. Joints In Concrete: Construction joints will be permitted only at the locations indicated in the plans. Additional construction joints or alterations to those shown shall require approval of the Engineer.



END BENTS 1 & 4



INTERMEDIATE BENTS 2 & 3

FINISH DETAIL

BRIDGE NO. 714054

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

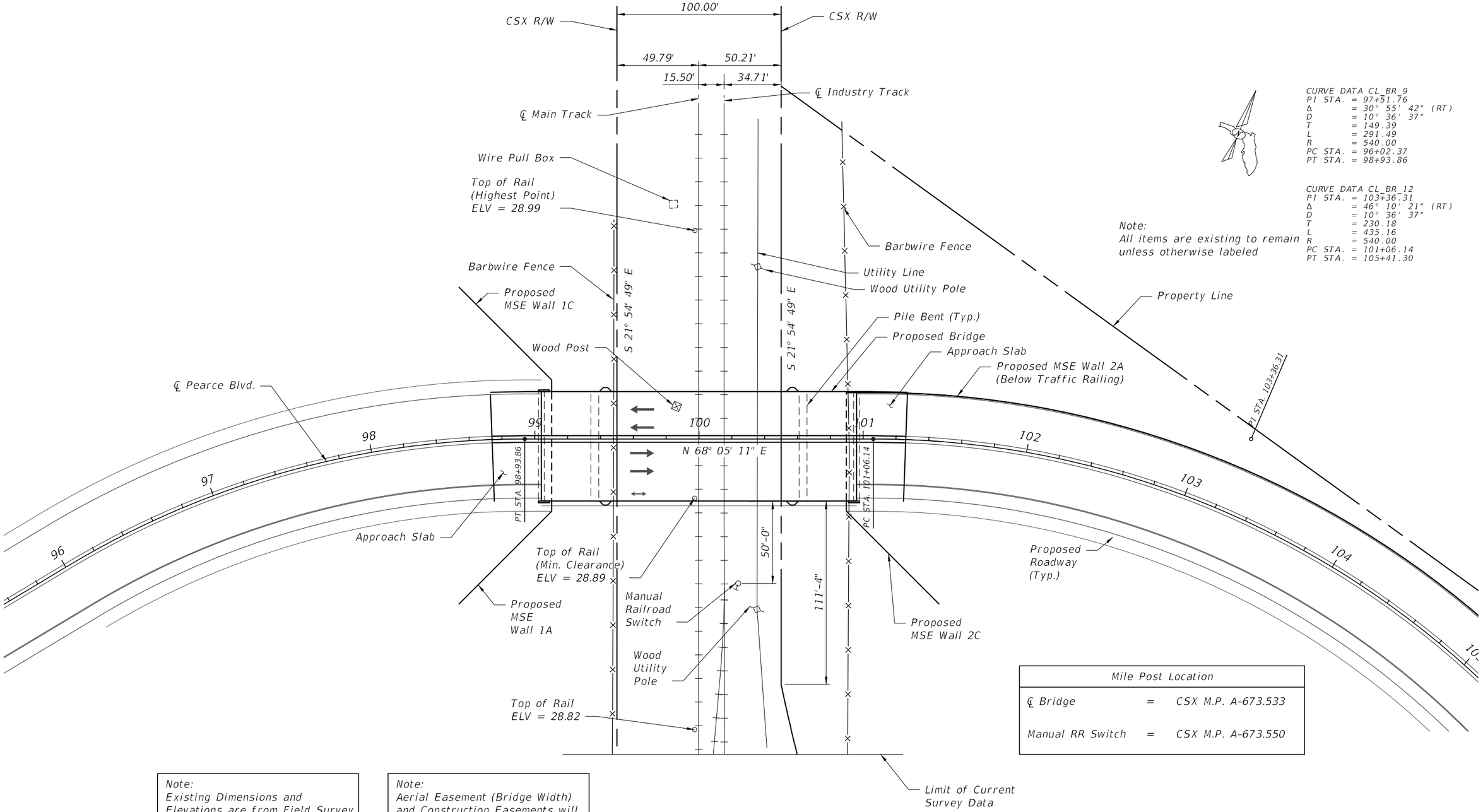
DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: GENERAL NOTES
REF. DWG. NO.
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO. B-4



CURVE DATA CL_BR_9
PI STA. = 97+51.76
Δ = 30° 55' 42" (RT)
D = 10° 36' 37"
T = 149.39
L = 291.49
R = 540.00
PC STA. = 96+02.37
PT STA. = 98+93.86

CURVE DATA CL_BR_12
PI STA. = 103+36.31
Δ = 46° 10' 21" (RT)
D = 10° 36' 37"
T = 230.18
L = 435.16
R = 540.00
PC STA. = 101+06.14
PT STA. = 105+41.30

Note:
All items are existing to remain unless otherwise labeled

Mile Post Location		
℄ Bridge	=	CSX M.P. A-673.533
Manual RR Switch	=	CSX M.P. A-673.550

Note:
Existing Dimensions and Elevations are from Field Survey performed by ETM Surveying & Mapping, Inc. dated 3/23/21

Note:
Aerial Easement (Bridge Width) and Construction Easements will be added when they are issued

PROJECT LOCATION

BRIDGE NO. 714054

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: PROJECT LOCATION
REF. DWG. NO.
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO. B-5

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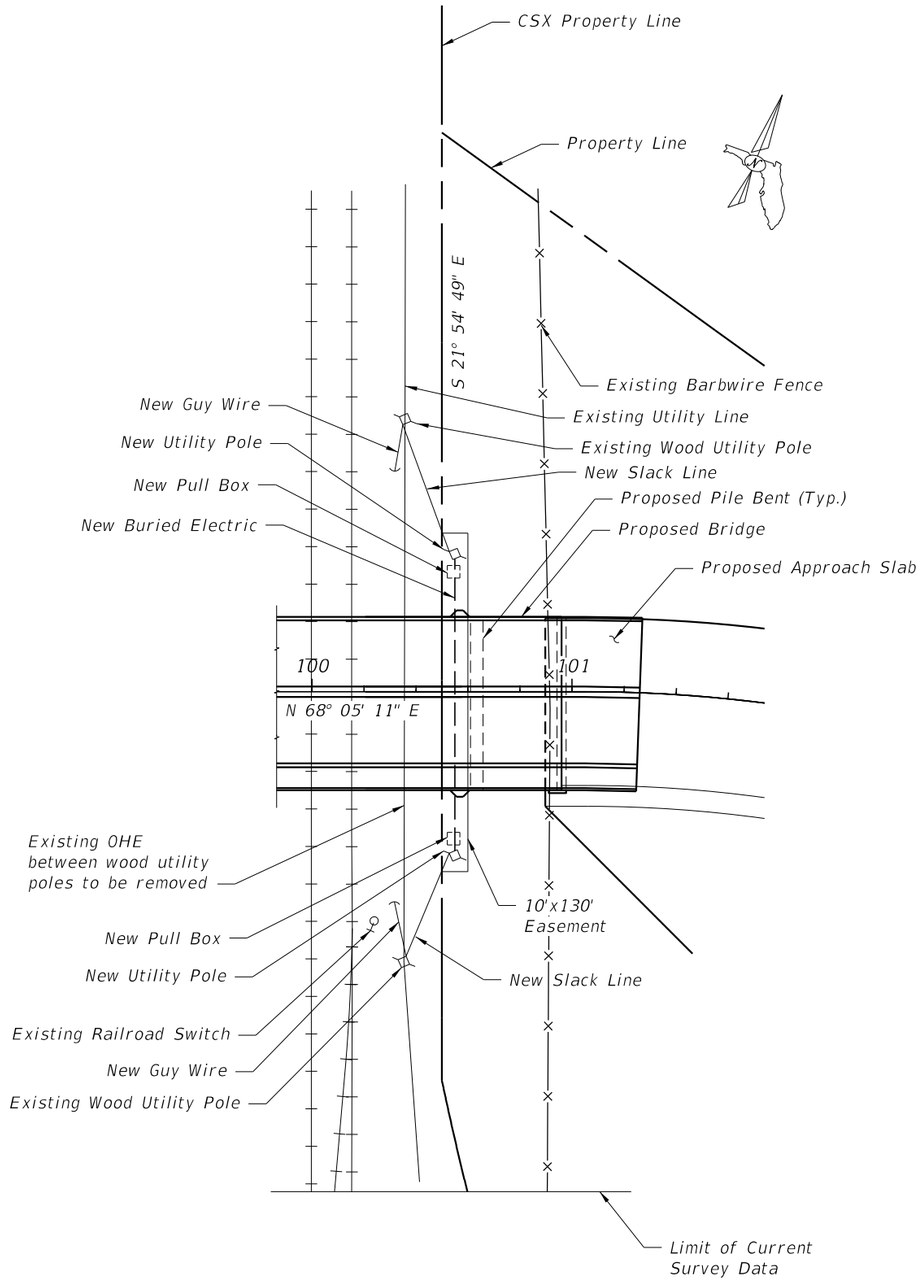
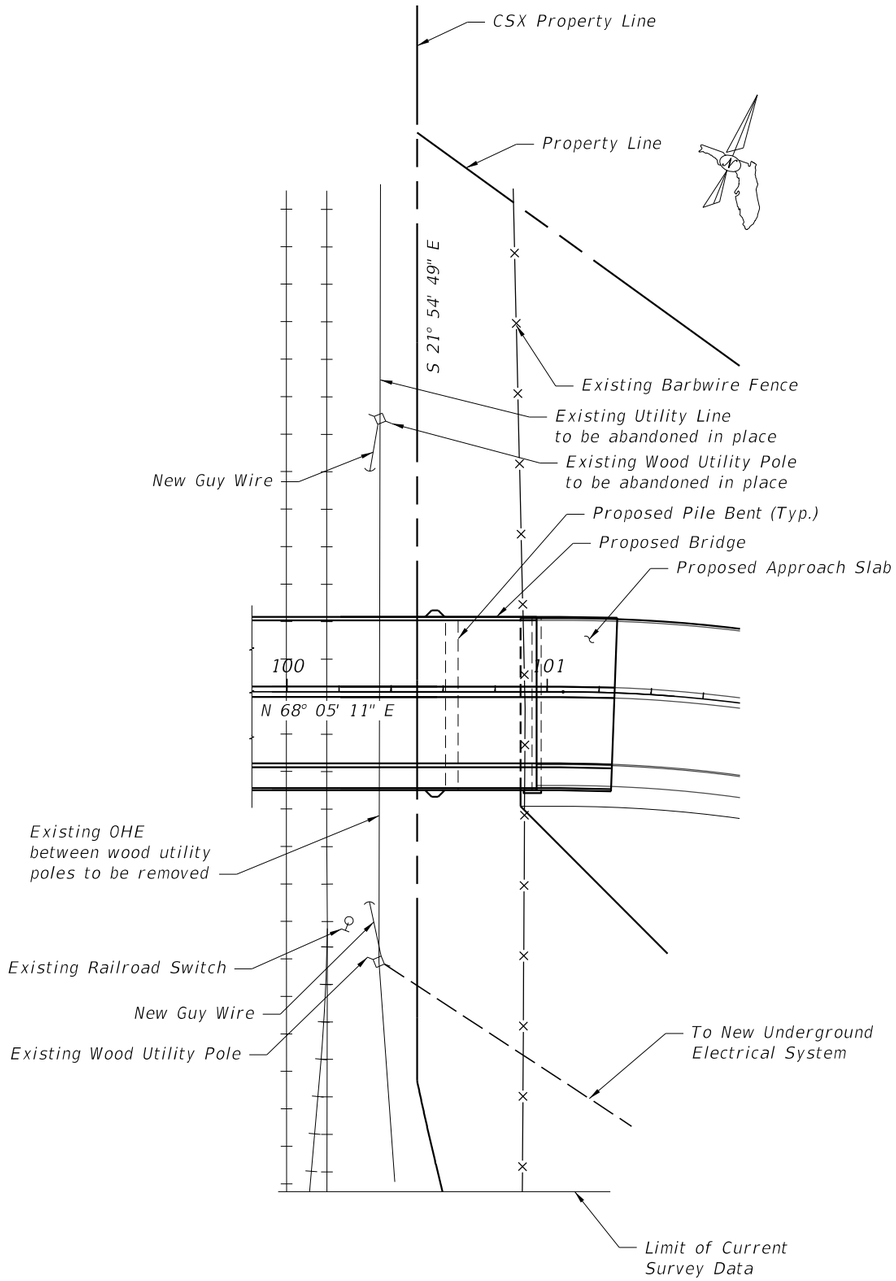


UTILITY ADJUSTMENT
OPTION 1



UTILITY ADJUSTMENT
OPTION 2

BRIDGE NO. 714054

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REVISIONS					
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P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21	
CHECKED BY: R.K. 1-21	
DESIGNED BY: D.M. 1-21	
CHECKED BY: R.K. 1-21	

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

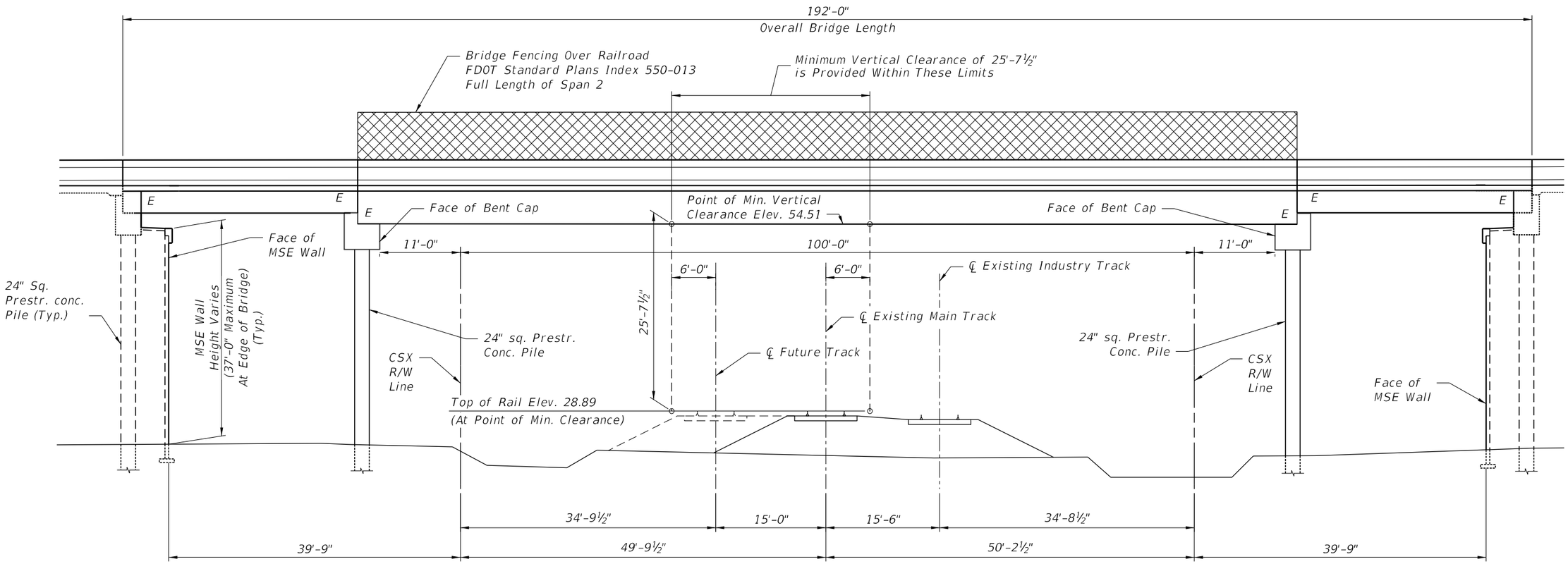
SHEET TITLE: UTILITY ADJUSTMENT

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B-6

$USER$ $DATE$ $TIME$ $FILE$



RAILROAD CLEARANCE DIAGRAM

Note:
Existing Dimensions and Elevations are from Field Survey performed by ETM Surveying & Mapping, Inc. dated 3/23/21

Note:
Future Track Top of Rail Elevation will be no higher than Main Track Top of Rail Elevation at Point of Min. Vertical Clearance

BRIDGE NO. 714054

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: RAILROAD CLEARANCE DIAGRAM
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B-7

LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
- Clayey Fine SAND (SC)
- CLAY (CH)
- Weathered Limestone
- N — Standard Penetration Resistance in Blows per 12" inches
- ▽ — Estimated Seasonal High Groundwater Level
- ▼ — Groundwater Level at Time of Drilling
- -200 — Percent Passing No. 200 U.S. Standard Sieve
- w — Natural Moisture Content (%)
- LL — Liquid Limit (%)
- PI — Plasticity Index (%)
- (SP) — Unified Soil Classification System
- 50/5" — Number of Blows to Drive Split Spoon Sample in Inches
- ⊕ — Approximate Location of Standard Penetration Test (SPT) Boring
- BT — Boring Terminated

NOTES:

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2. Each boring location was determined in the field by using global positioning system (GPS).
3. Elevations were estimated from the provided plan and should be considerate approximate.

Drill Rig Type - 101A (Auto Hammer)

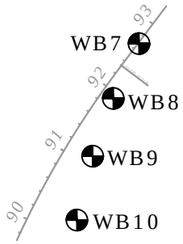
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

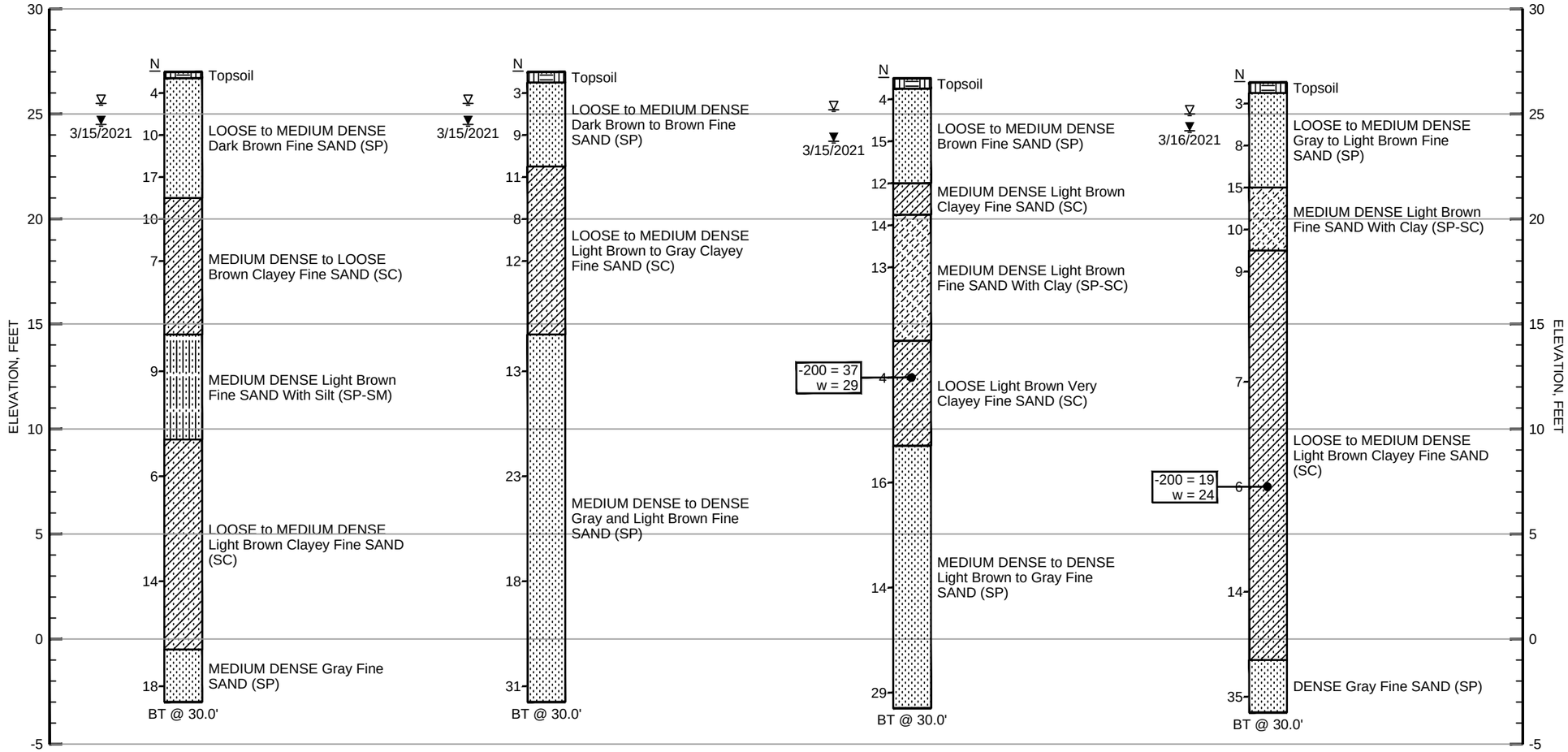
CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Graphical Scale
0' 200' 400'

N

Boring No.	WB10	WB9	WB8	WB7
Sta., Offset	90+29, 58' Rt.	91+14, 35' Rt.	91+92, 14' Rt.	92+71, 02' Rt.
Elevation	27.0'	27.0'	26.7'	26.5'



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JAS - 35-31217

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ECS FLORIDA LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE
CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (1 OF 9)

Sheet No. B-8

Jeff Slansky

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Figure 2

LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
- Clayey Fine SAND (SC)
- CLAY (CH)
- Weathered Limestone
- N — Standard Penetration Resistance in Blows per 12" inches
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- LL — Liquid Limit (%)
- PI — Plasticity Index (%)
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Drill Rig Type - 101A (Auto Hammer)

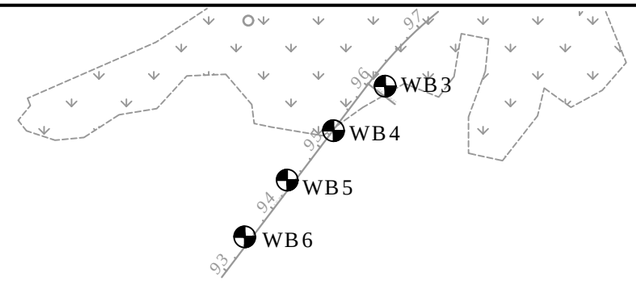
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

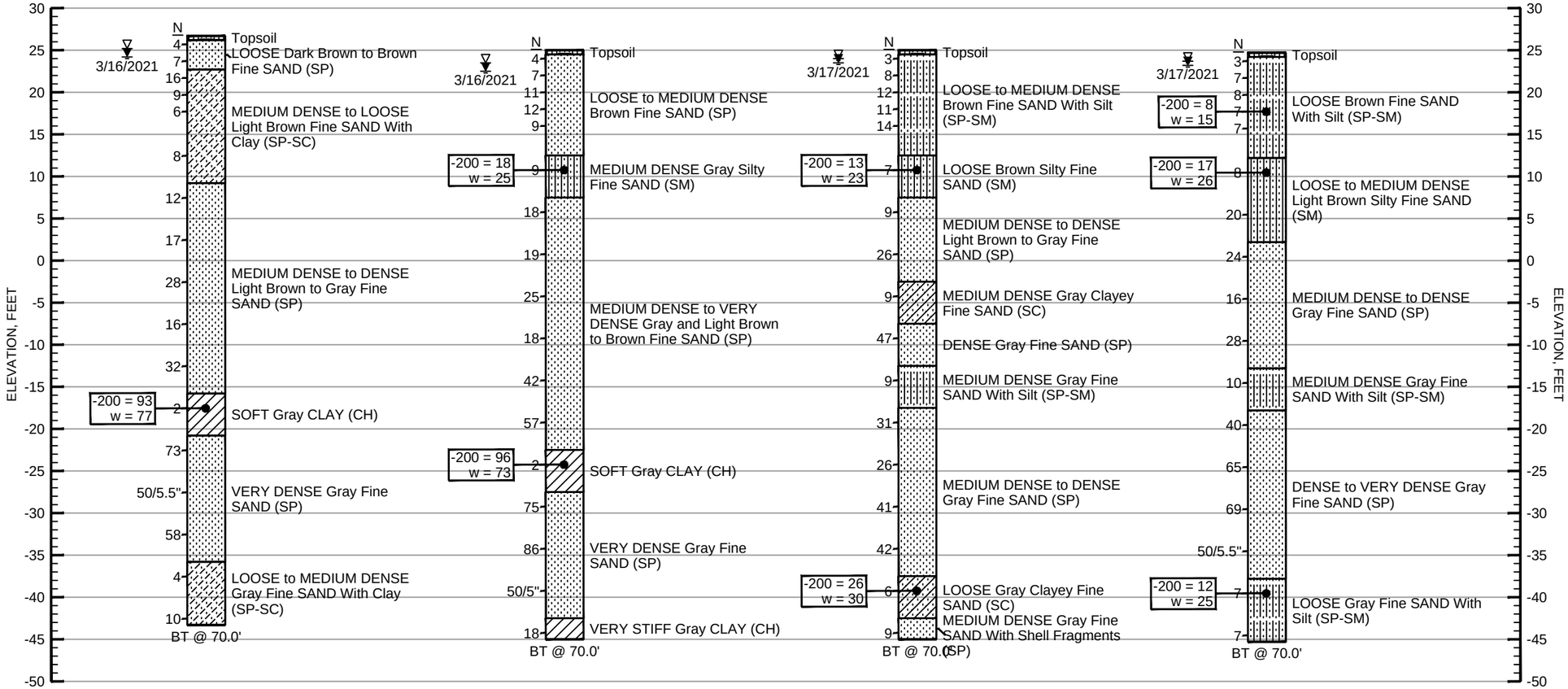
CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Graphical Scale
0' 200' 400'

N

Boring No.	WB6	WB5	WB4	WB3
Sta., Offset	93+49, 08' Lt.	94+40, 08' Lt.	95+27, 0' Rt.	96+14, 19' Rt.
Elevation	26.7'	25.0'	25.0'	24.7'



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JAS - 35-31217

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ECS FLORIDA LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE
CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (2 OF 9)

Sheet No. B-9

Jeff Slansky

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Figure 3

LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
- Clayey Fine SAND (SC)
- CLAY (CH)
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Drill Rig Type - 101A (Auto Hammer)

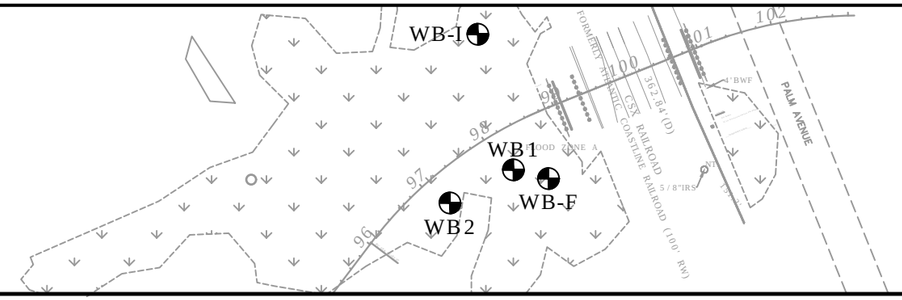
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

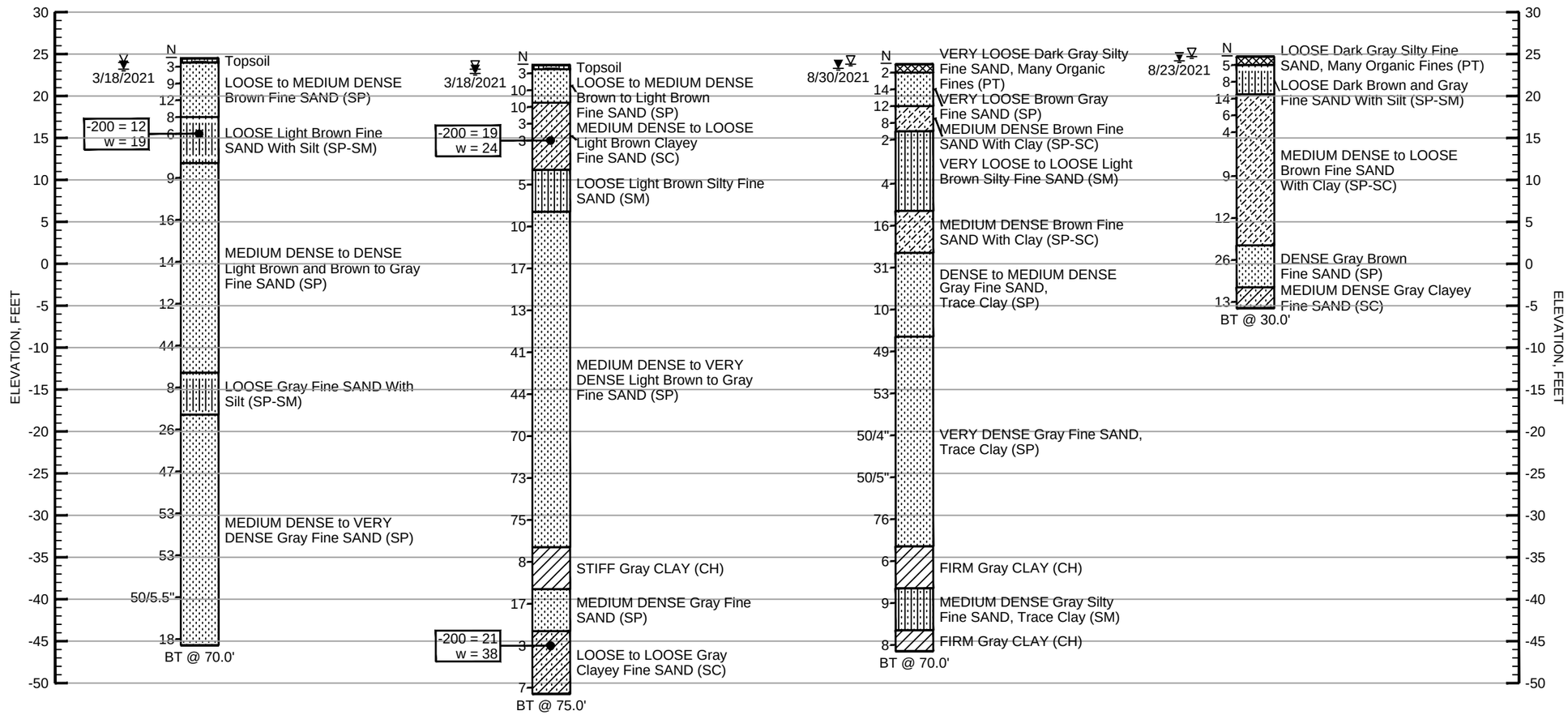
RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Boring No.	WB2	WB1	WB-F	WB-I
Sta., Offset	97+14, 39' Rt.	98+14, 53' Rt.	98+13, 94' Rt.	98+14, 123' Lt.
Elevation	24.5'	23.7'	23.8'	24.7'



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ECS FLORIDA LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE

CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (3 OF 9)

Sheet No. B-10

JAS - 35-31217

Jeff Slansky

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Figure 4

LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
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Drill Rig Type - 101A (Auto Hammer)

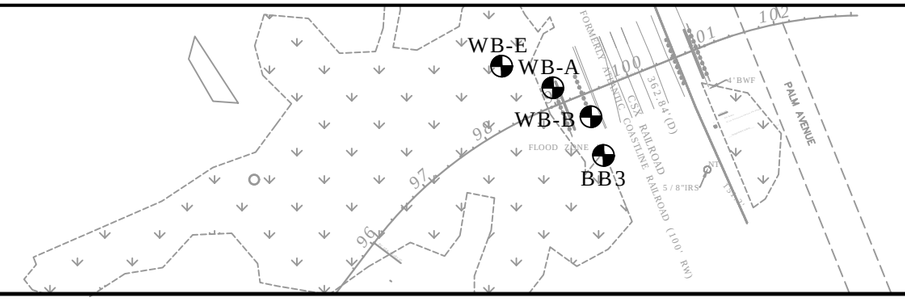
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

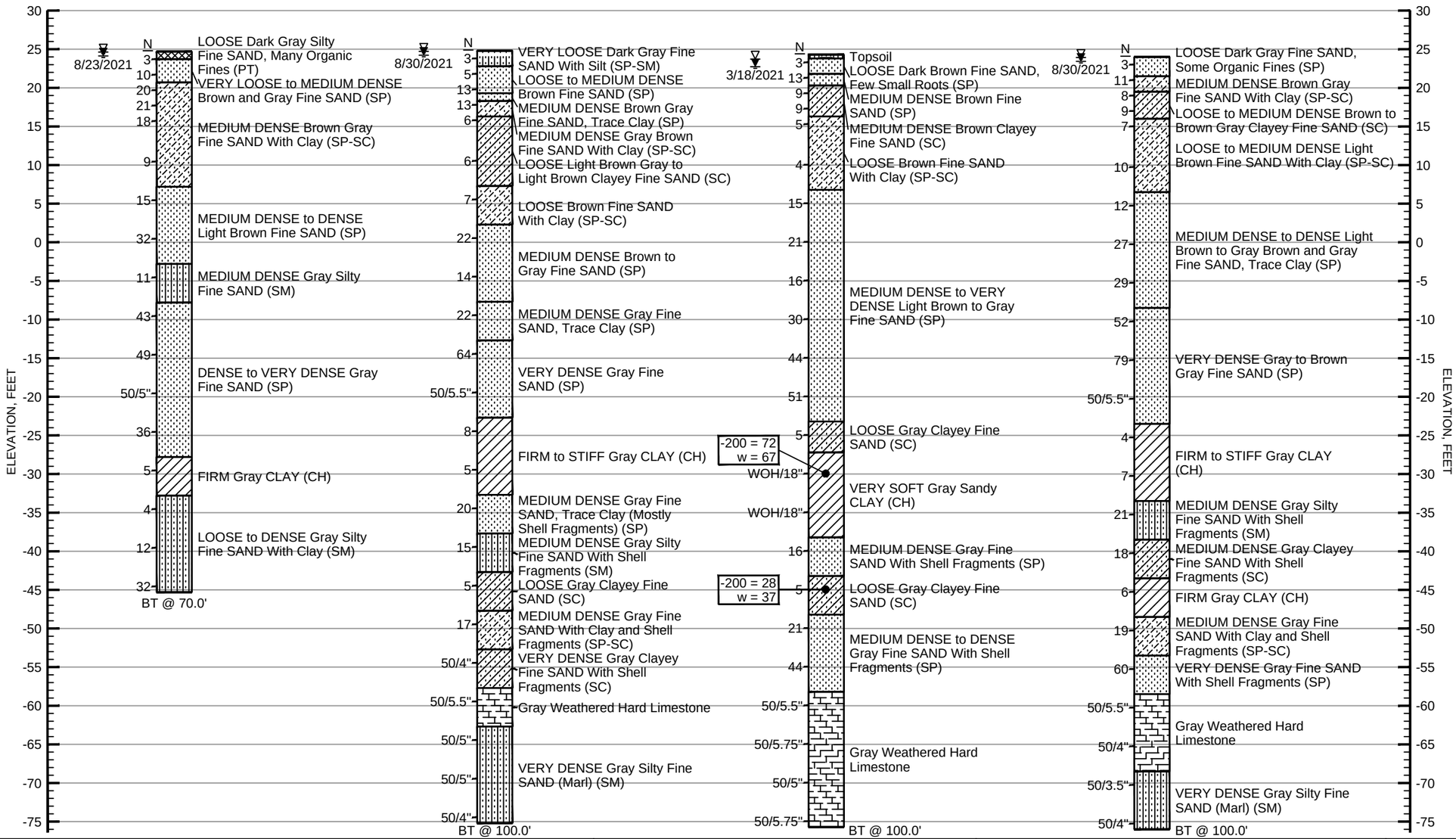
CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Graphical Scale
0' 200' 400'

N

Boring No.	WB-E	WB-A	BB3	WB-B
Sta., Offset	98+19, 75' Lt.	99+05, 23' Lt.	99+33, 83' Rt.	99+37, 29' Rt.
Elevation	24.7'	24.8'	24.3'	24.0'



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11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE

CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (4 OF 9)

Sheet No. B-11

JAS - 35-31217

Jeff Slansky

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Figure 5

LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
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Drill Rig Type - 101A (Auto Hammer)

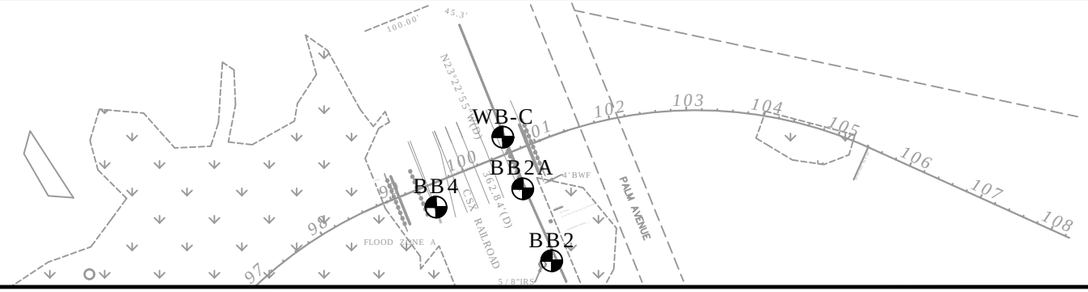
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

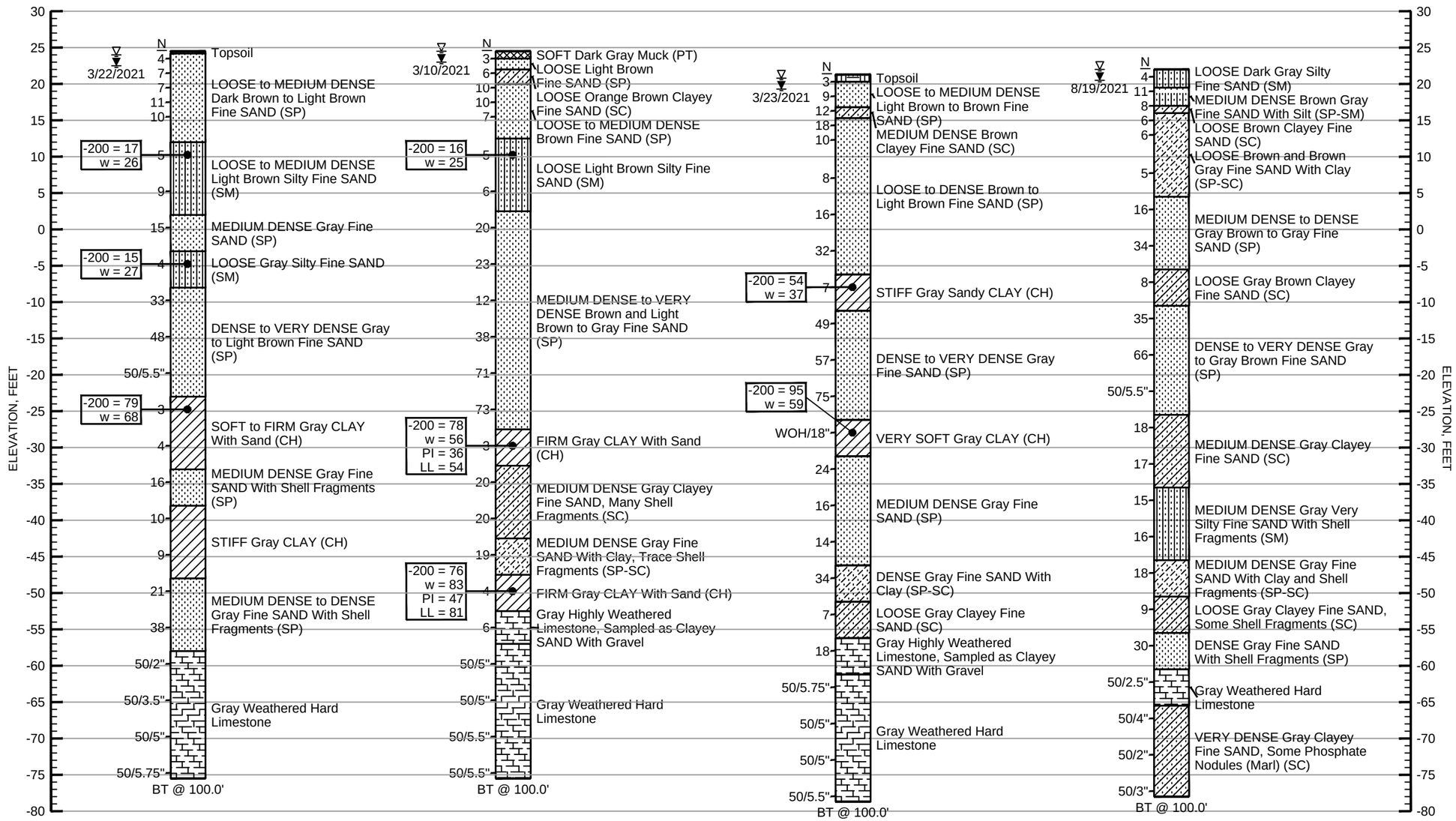
CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Graphical Scale
0' 200' 400'

N

Boring No.	BB4	BB2	BB2A	WB-C
Sta., Offset	99+50, 30' Rt.	100+63, 80' Rt.	100+63, 150' Rt.	100+63, 22' Lt.
Elevation	24.5'	24.5'	21.3'	22.0'



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11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE
CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (5 OF 9)

Sheet No. B-12

JAS - 35-31217

Jeff Slansky

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Figure 6

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LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
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Drill Rig Type - 101A (Auto Hammer)

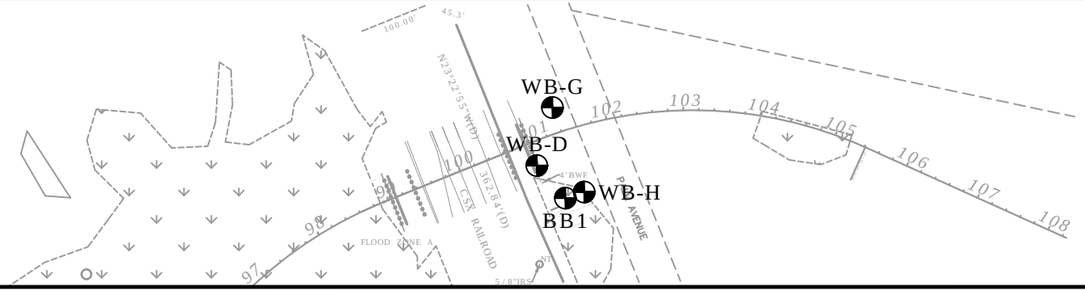
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Graphical Scale
0' 200' 400'

Boring No.	WB-D	BB1	WB-G	WB-H
Sta., Offset	100+94, 30' Rt.	101+14, 83' Rt.	101+39, 33' Lt.	101+44, 83' Rt.
Elevation	23.7'	23.5'	24.2'	23.8'

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ECS FLORIDA LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE
CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (6 OF 9)

Sheet No. B-13

Jeff Slansky
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Figure 7

JAS - 35-31217

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LEGEND

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- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
- Clayey Fine SAND (SC)
- CLAY (CH)
- Weathered Limestone
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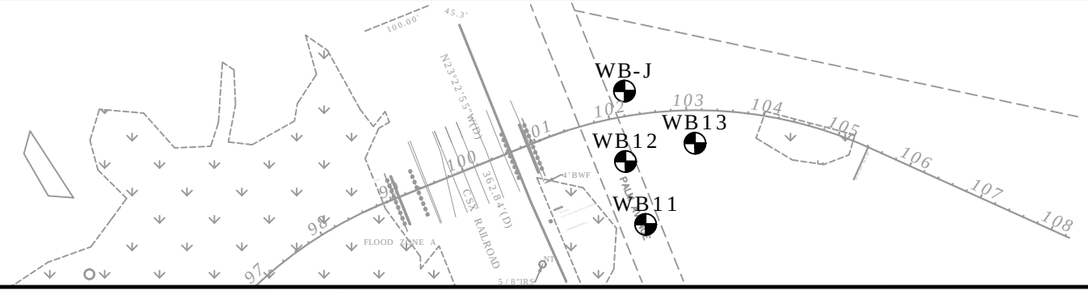
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

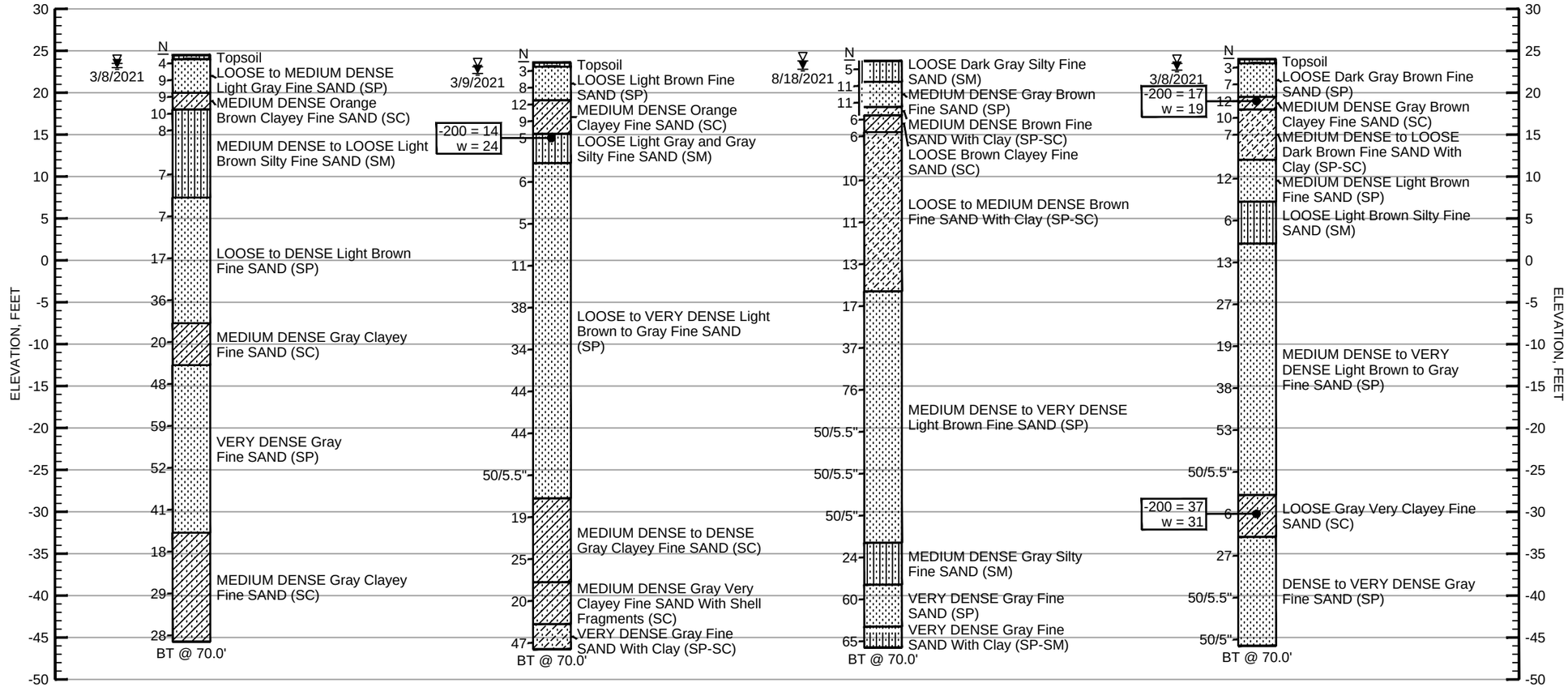
CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Graphical Scale
0' 200' 400'

N

Boring No.	WB12	WB11	WB-J	WB13
Sta., Offset	102+10, 57' Rt.	102+24, 142' Rt.	102+25, 32' Lt.	103+11, 43' Rt.
Elevation	24.5'	23.6'	23.8'	24.0'



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ECS FLORIDA LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE
CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (7 OF 9)

Sheet No. B-14

JAS - 35-31217

Jeff Slansky

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Figure 8

LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
- Clayey Fine SAND (SC)
- CLAY (CH)
- Weathered Limestone
- N — Standard Penetration Resistance in Blows per 12" inches
- Estimated Seasonal High Groundwater Level
- Groundwater Level at Time of Drilling
- NM — Groundwater Level Not Measured at Time of Drilling
- -200 — Percent Passing No. 200 U.S. Standard Sieve
- w — Natural Moisture Content (%)
- LL — Liquid Limit (%)
- PI — Plasticity Index (%)
- (SP) — Unified Soil Classification System
- 50/5" — Number of Blows to Drive Split Spoon Sample in Inches
- Approximate Location of Standard Penetration Test (SPT) Boring
- BT — Boring Terminated

NOTES:

1. Strata descriptions, measured groundwater levels and strata boundaries represent our interpretation of subsurface conditions at the boring location only, and do not reflect the actual variation in subsurface conditions between samples and adjacent to the boring locations.
2. Each boring location was determined in the field by using global positioning system (GPS).
3. Elevations were estimated from the provided plan and should be considerate approximate.

Drill Rig Type - 101A (Auto Hammer)

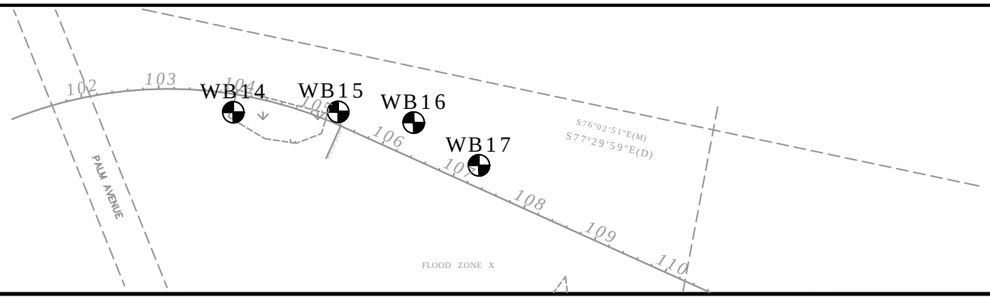
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

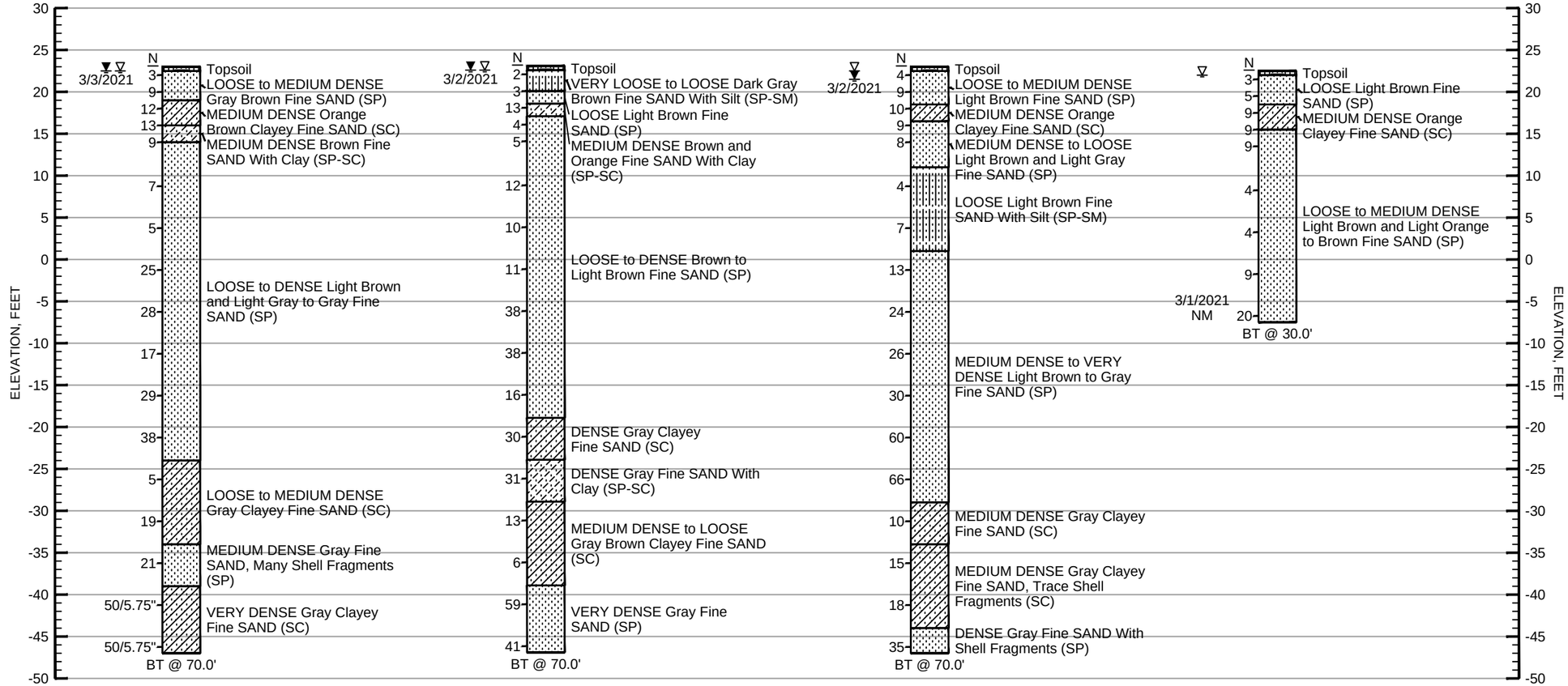
CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24



Graphical Scale
0' 200' 400'

N

Boring No.	WB14	WB15	WB16	WB17
Sta., Offset	104+00, 23' Rt.	105+31, 15' Lt.	106+25, 43' Lt.	107+25, 27' Lt.
Elevation	23.0'	23.1'	23.0'	22.5'



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ECS FLORIDA LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE

CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (8 OF 9)

Sheet No. B-15

JAS - 35-31217

Jeff Slansky

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Figure 9

LEGEND

- Fine SAND (SP)
- Fine SAND With Silt (SP-SM)
- Fine SAND With Clay (SP-SC)
- Clayey Fine SAND (SC)
- CLAY (CH)
- Weathered Limestone
- N — Standard Penetration Resistance in Blows per 12" inches
- Estimated Seasonal High Groundwater Level
- Groundwater Level at Time of Drilling
- -200 — Percent Passing No. 200 U.S. Standard Sieve
- w — Natural Moisture Content (%)
- LL — Liquid Limit (%)
- PI — Plasticity Index (%)
- (SP) — Unified Soil Classification System
- 50/5" — Number of Blows to Drive Split Spoon Sample in Inches
- Approximate Location of Standard Penetration Test (SPT) Boring
- BT — Boring Terminated

NOTES:

1. Strata descriptions, measured groundwater levels and strata boundaries represent our interpretation of subsurface conditions at the boring location only, and do not reflect the actual variation in subsurface conditions between samples and adjacent to the boring locations.
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3. Elevations were estimated from the provided plan and should be considerate approximate.

Drill Rig Type - 101A (Auto Hammer)

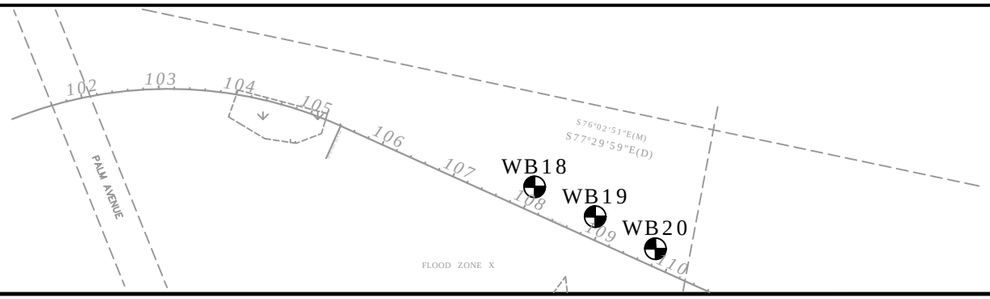
DESCRIPTION OF RELATIVE DENSITY OR CONSISTENCY

COARSE GRAINED SOILS -

RELATIVE DENSITY	SPT (BLOWS/Ft.)
VERY LOOSE	LESS THAN 3
LOOSE	3 - 8
MEDIUM DENSE	9 - 24
DENSE	25 - 40
VERY DENSE	GREATER THAN 40

FINE GRAINED SOILS -

CONSISTENCY	SPT (BLOWS/Ft.)
VERY SOFT	LESS THAN 1
SOFT	1 - 3
FIRM	4 - 6
STIFF	7 - 12
VERY STIFF	13 - 24
VERY HARD	GREATER THAN 24

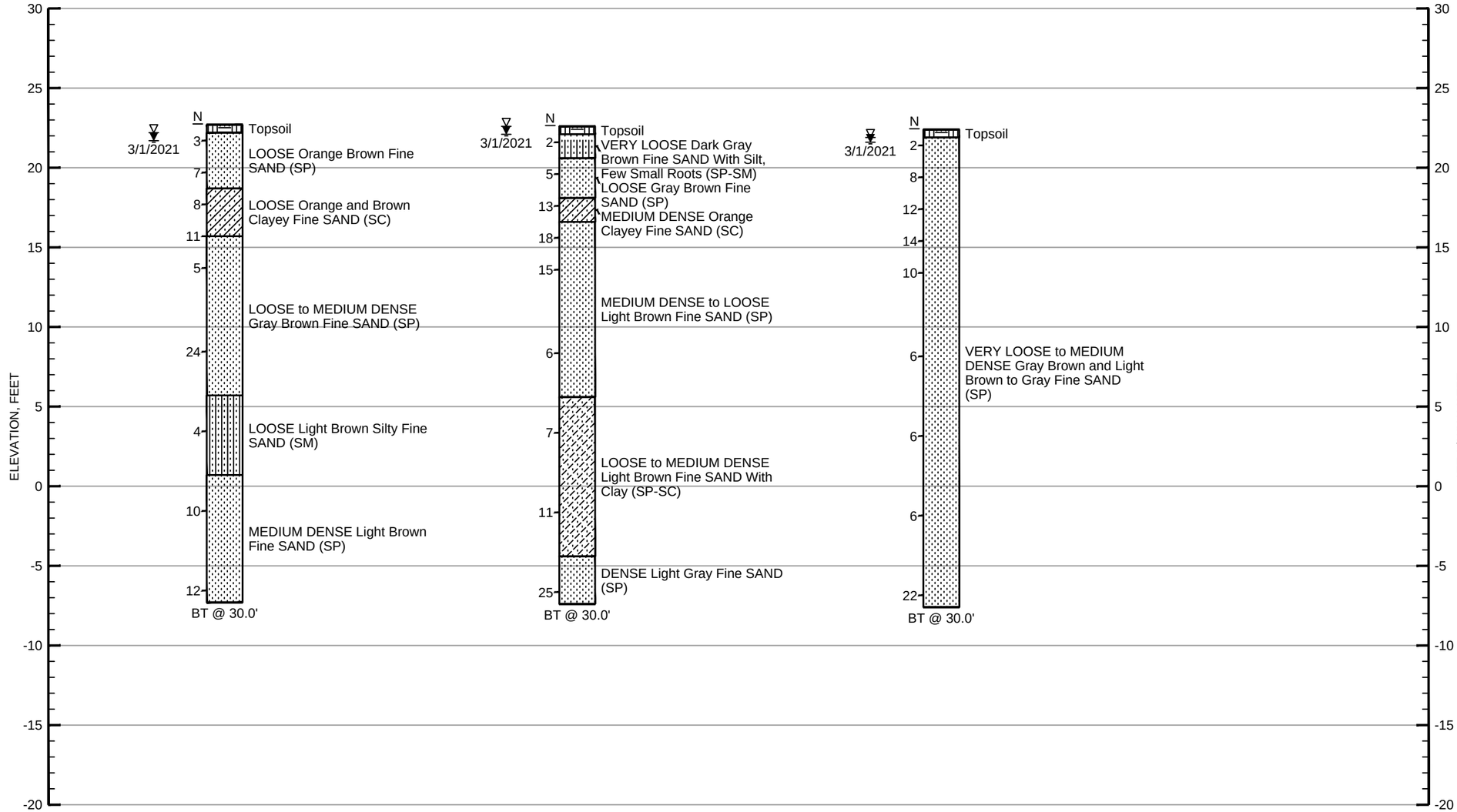


Graphical Scale

0' 200' 400'

N

Boring No.	WB18	WB19	WB20
Sta., Offset	108+01, 31' Lt.	108+88, 28' Lt.	109+76, 22' Lt.
Elevation	22.7'	22.6'	22.4'



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REVISIONS			
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JACKSONVILLE, FL 32256
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CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE

CLAY COUNTY, FLORIDA

REPORT OF CORE BORING (9 OF 9)

Sheet No. B-16

JAS - 35-31217

Jeff Slansky

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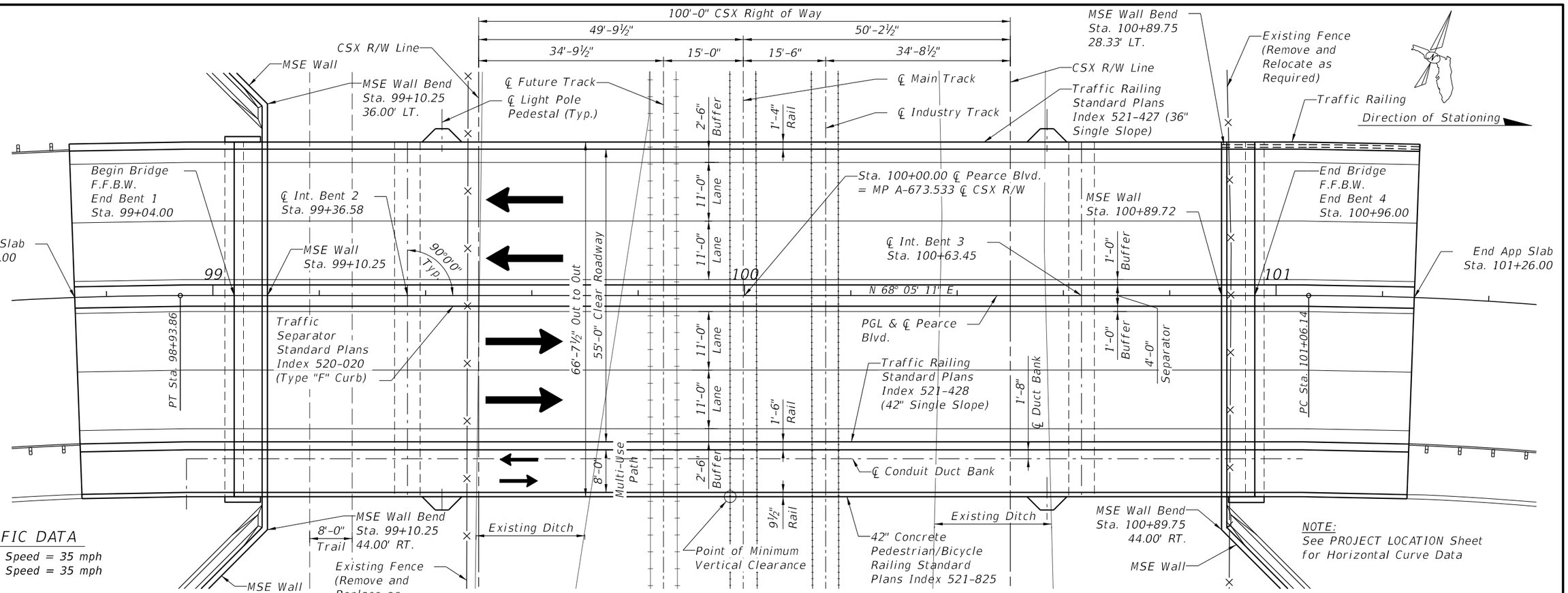
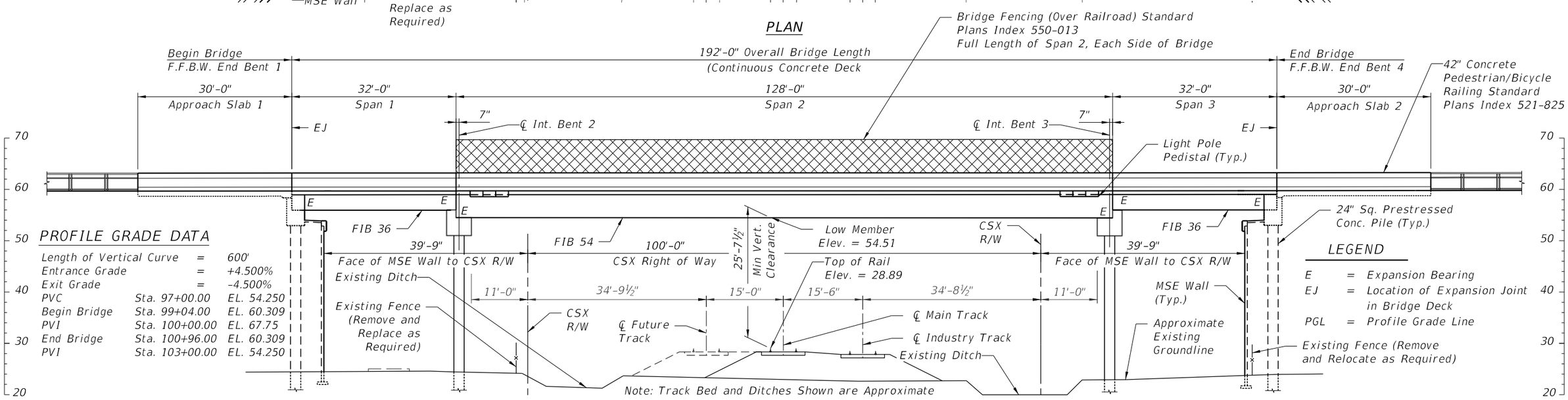
Figure 10



TRAFFIC DATA

Design Speed = 35 mph
Posted Speed = 35 mph

PLAN



PROFILE GRADE DATA

Length of Vertical Curve	=	600'
Entrance Grade	=	+4.500%
Exit Grade	=	-4.500%
PVC	Sta. 97+00.00	EL. 54.250
Begin Bridge	Sta. 99+04.00	EL. 60.309
PVI	Sta. 100+00.00	EL. 67.75
End Bridge	Sta. 100+96.00	EL. 60.309
PVI	Sta. 103+00.00	EL. 54.250

LEGEND

E = Expansion Bearing
EJ = Location of Expansion Joint in Bridge Deck
PGL = Profile Grade Line

ELEVATION

BRIDGE NO. 714054

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: PLAN AND ELEVATION
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B1-01

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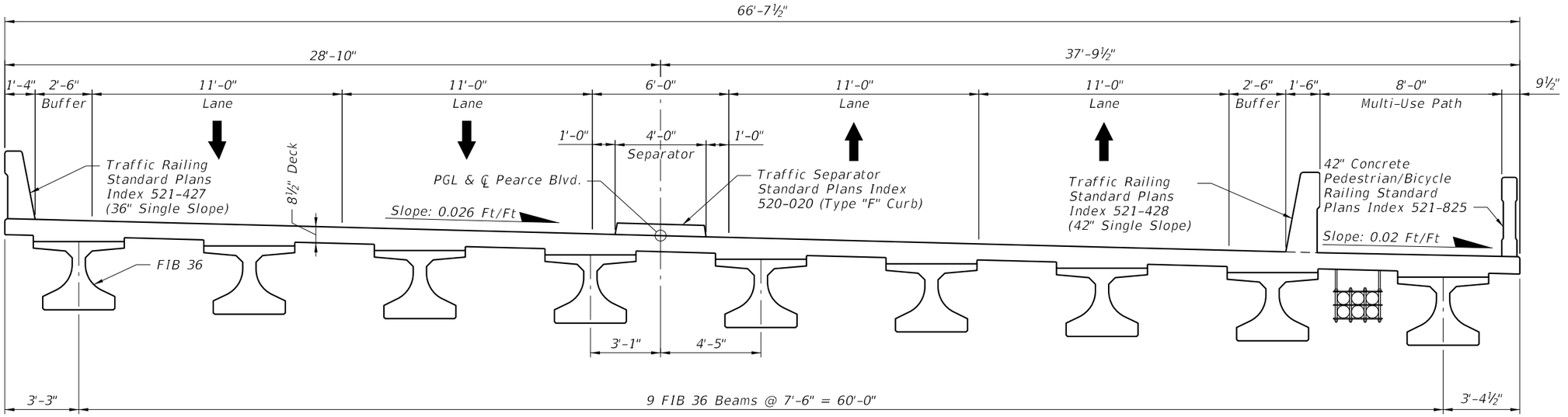
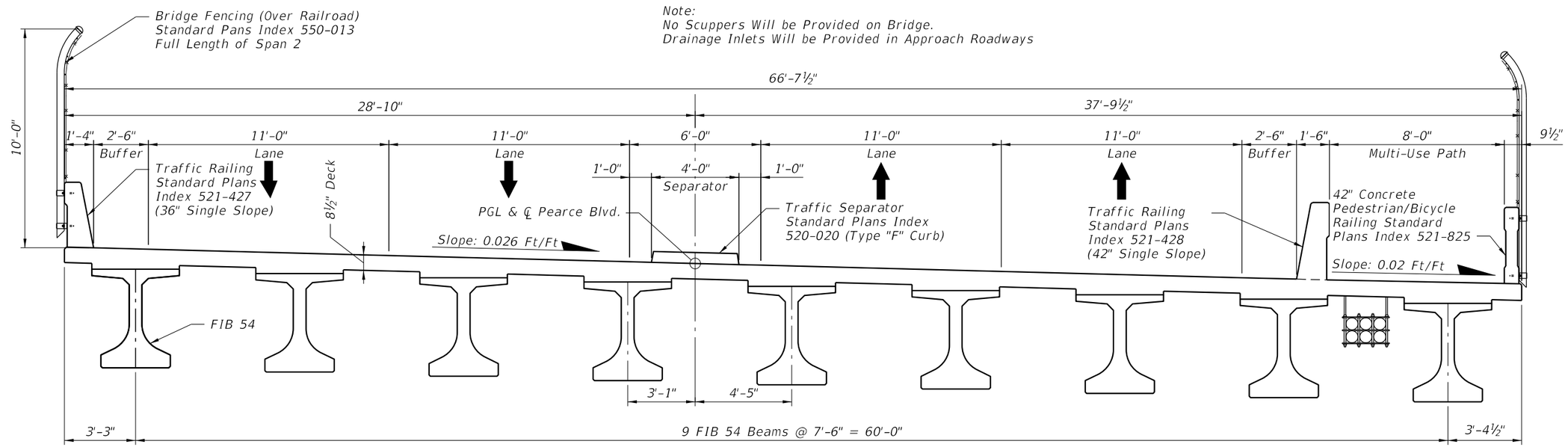


TYPICAL SECTION - SPANS 1 & 3



TYPICAL SECTION - SPAN 2

BRIDGE NO. 714054

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

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J.F. 1-21	R.K. 1-21	D.M. 1-21	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: TYPICAL SECTIONS

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-02

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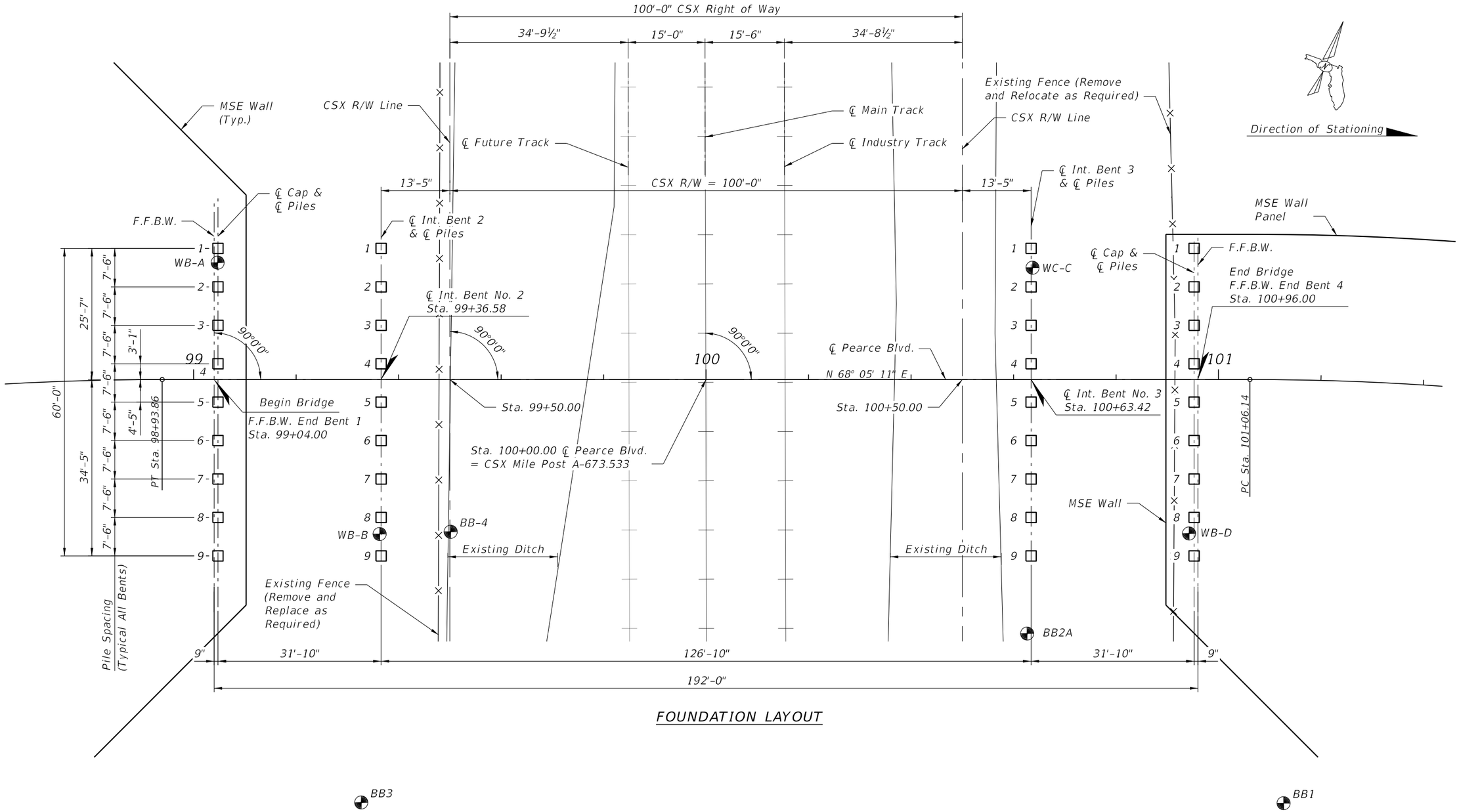

FOUNDATION LAYOUT

LEGEND

1	Pile Number
□	24" Sq. Prestressed Concrete Pile (Plumb)
◔	Boring Loaction

BRIDGE NO. 714054

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REVISIONS					
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P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

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CHECKED BY:	R.K. 1-21
DESIGNED BY:	D.M. 1-21
CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: FOUNDATION LAYOUT

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-03

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PILE DATA TABLE

Table Date 01/01/16

INSTALLATION CRITERIA								DESIGN CRITERIA								PILE CUT-OFF ELEVATIONS								
PIER or BENT NUMBER	PILE SIZE (in.)	NOMINAL BEARING RESISTANCE (tons)	NOMINAL UPLIFT RESISTANCE (tons)	MINIMUM TIP ELEVATION (ft.)	TEST PILE LENGTH (ft.)	REQUIRED JET ELEVATION (ft.)	REQUIRED PREFORM ELEVATION (ft.)	FACTORED DESIGN LOAD (tons)	FACTORED DESIGN UPLIFT LOAD (tons)	DOWN DRAG (tons)	TOTAL SCOUR RESISTANCE (tons)	NET SCOUR RESISTANCE (tons)	100-YEAR SCOUR ELEVATION (ft.)	Ø COMPRESSION	Ø UPLIFT	PILE 1	PILE 2	PILE 3	PILE 4	PILE 5	PILE 6	PILE 7	PILE 8	PILE 9
End Bent 1	24	182	N/A	N/A	114	N/A	N/A	118	N/A	N/A	N/A	N/A	N/A	0.65	N/A	54.4	54.2	54.0	53.8	53.6	53.4	53.3	53.1	52.9
Int. Bent 2	24	290	N/A	-59	118	N/A	N/A	188	N/A	N/A	N/A	N/A	N/A	0.65	N/A	53.3	53.1	52.9	52.7	52.5	52.3	52.1	51.9	51.7
Int. Bent 3	24	290	N/A	-59	118	N/A	N/A	188	N/A	N/A	N/A	N/A	N/A	0.65	N/A	53.3	53.1	52.9	52.7	52.5	52.3	52.1	51.9	51.7
End Bent 4	24	182	N/A	N/A	114	N/A	N/A	118	N/A	N/A	N/A	N/A	N/A	0.65	N/A	54.4	54.2	54.0	53.8	53.6	53.4	53.2	53.0	52.8

$$\frac{\text{Factored Design Load} + \text{Net Scour Resistance} + \text{Down Drag}}{\text{Ø}} \leq \text{Nominal Bearing Resistance}$$

UPLIFT RESISTANCE – The ultimate side friction capacity that must be obtained below the 100 year scour elevation to resist pullout of the pile (Specify only when design requires uplift capacity).

TOTAL SCOUR RESISTANCE – An estimate of the ultimate static side friction resistance provided by the scourable soil.

NET SCOUR RESISTANCE – An estimate of the ultimate static side friction resistance provided by the soil from the required preformed or jetting elevation to the scour elevation.

100-YEAR SCOUR ELEVATION – Estimated elevation of scour due to the 100 year storm event.

PILE INSTALLATION NOTES [Notes Date 7-01-13]:

Contractor to verify location of all utilities prior to any pile installation activities.

Minimum Tip Elevation is required for vertical stability.

When a required jetting elevation is shown, the jet shall be lowered to the elevation and continue to operate at this elevation until the pile driving is completed. If jetting or preforming elevations differ from those shown on the table, the Engineer shall be responsible for determination of the required driving resistance.

No jetting will be allowed without the approval of the Engineer.

The Contractor should not anticipate being allowed to jet piles below the 100-year scour elevation or required jet elevation, whichever is deeper.

At each Bent, pile driving is to commence at the center of the Bent and proceed outward.

BRIDGE NO. 714054

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REVISIONS

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5/26/20	1	Updated Table, added note			

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: PILE DATA TABLE

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-04

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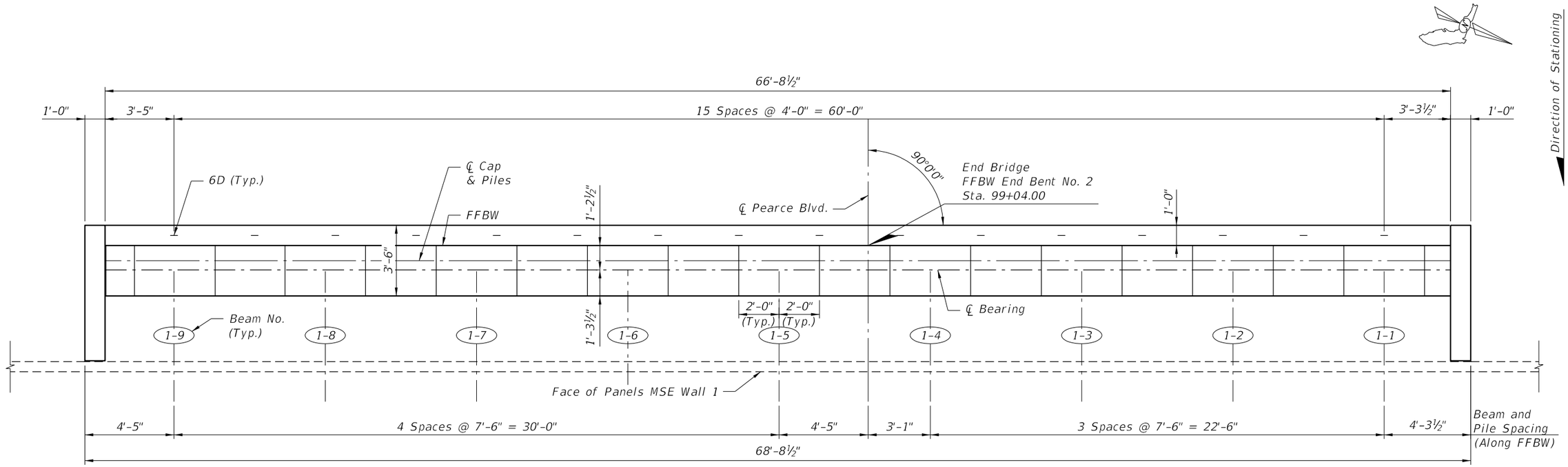
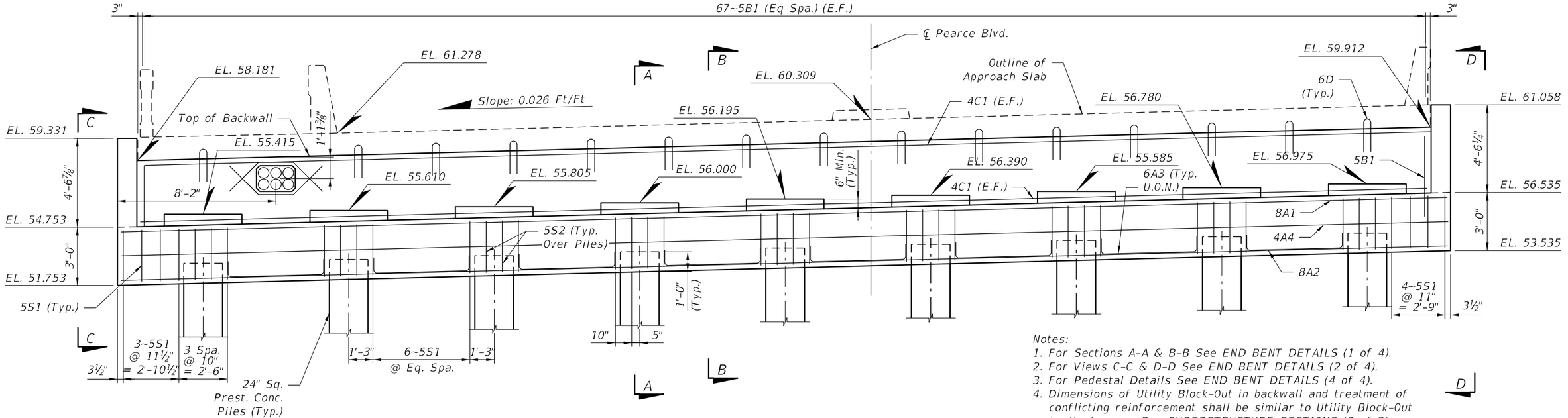


PLAN



ELEVATION

Notes:
1. For Sections A-A & B-B See END BENT DETAILS (1 of 4).
2. For Views C-C & D-D See END BENT DETAILS (2 of 4).
3. For Pedestal Details See END BENT DETAILS (4 of 4).
4. Dimensions of Utility Block-Out in backwall and treatment of conflicting reinforcement shall be similar to Utility Block-Out in diaphragms. See SUPERSTRUCTURE SECTIONS (2 of 2).

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
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POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY:	CHECKED BY:	DESIGNED BY:	CHECKED BY:
J.F. 1-21	R.K. 1-21	D.M. 1-21	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: END BENT 1

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-05

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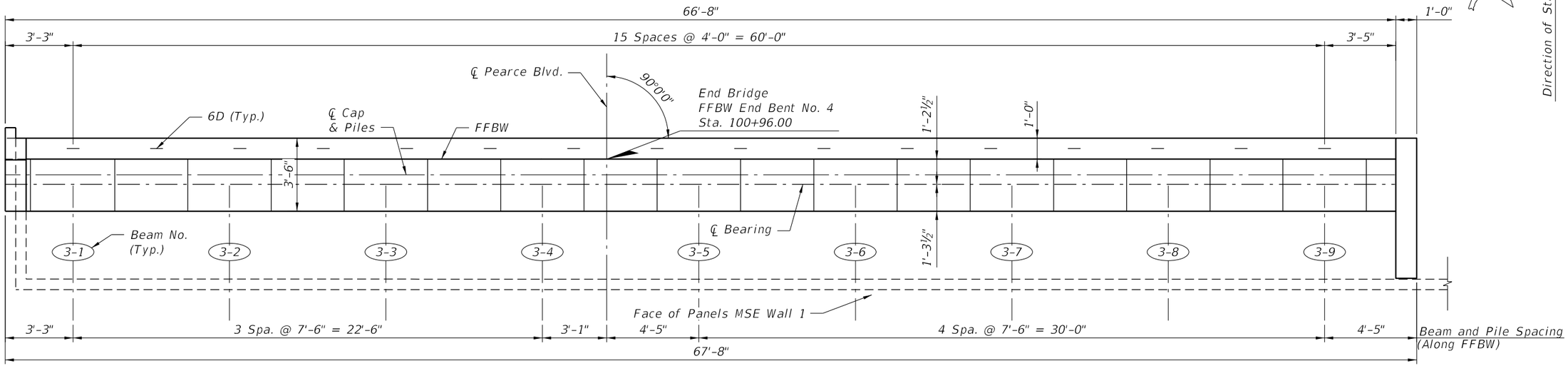
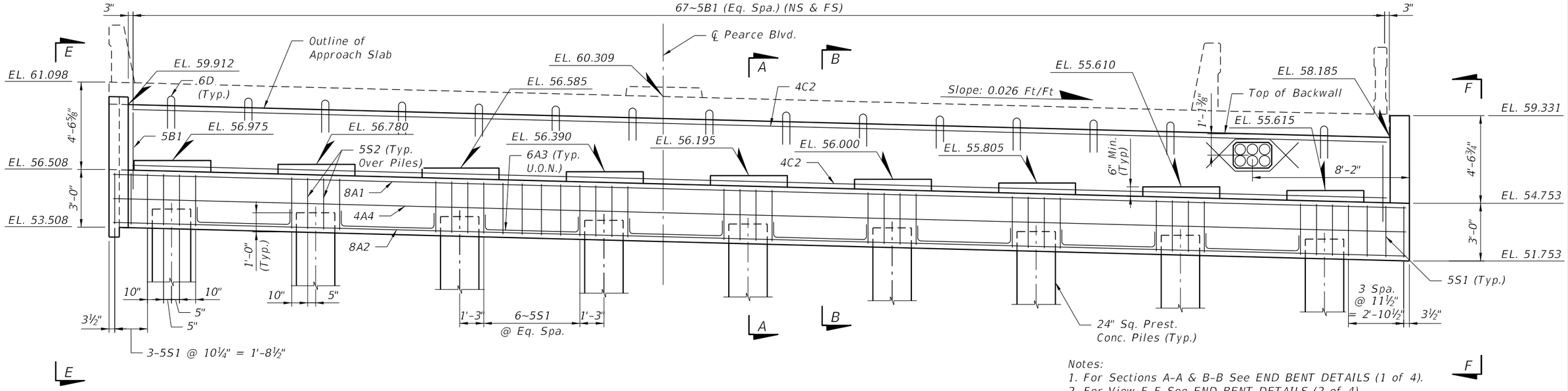


PLAN



ELEVATION

Notes:

1. For Sections A-A & B-B See END BENT DETAILS (1 of 4).
2. For View F-F See END BENT DETAILS (2 of 4).
3. For View E-E See END BENT DETAILS (3 of 4).
4. For Pedestal Details See END BENT DETAILS (4 of 4).
5. Dimensions of Utility Block-Out in backwall and treatment of conflicting reinforcement shall be similar to Utility Block-Outs in diaphragms. See SUPERSTRUCTURE SECTIONS (2 of 2).

BRIDGE NO. 714054

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: END BENT 4

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-06

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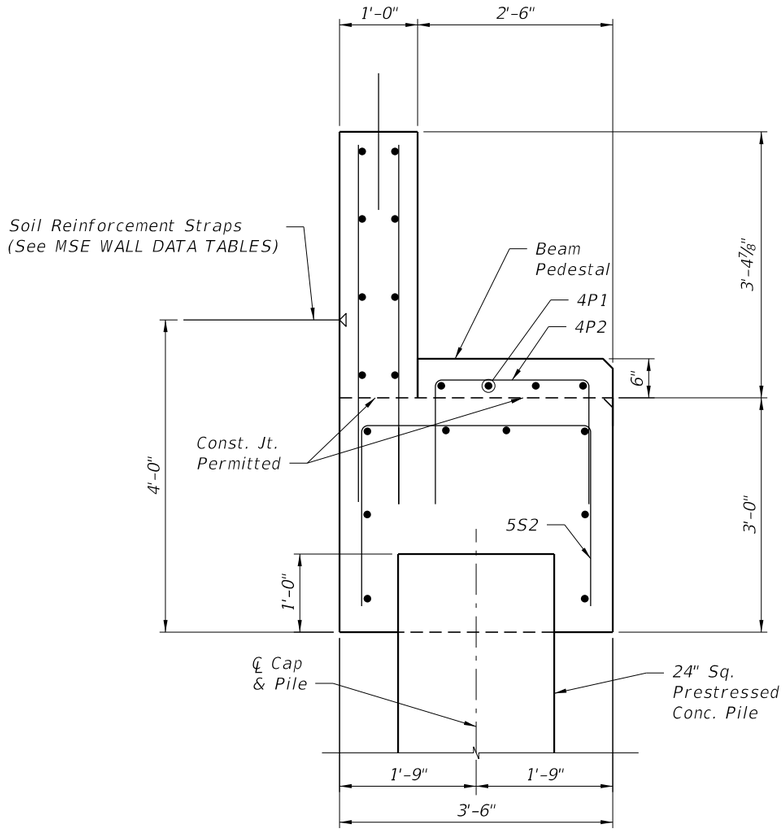
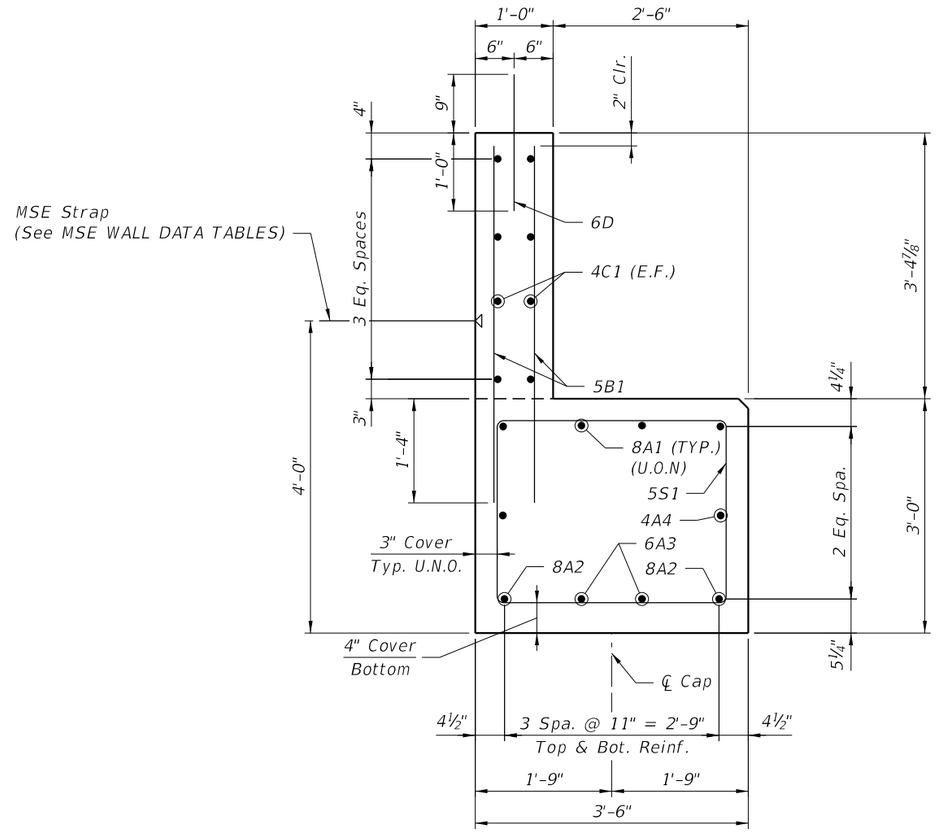


SECTION A-A

Note:
See Section B-B for
Reinforcing & Dimensions not shown.



SECTION B-B

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY:	J.F. 1-21
CHECKED BY:	R.K. 1-21
DESIGNED BY:	D.M. 1-21
CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

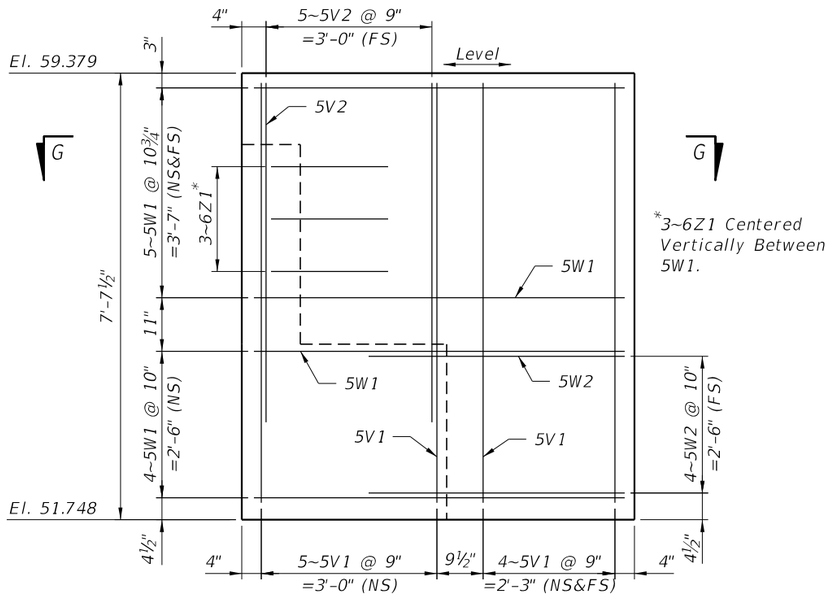
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: END BENT DETAILS (1 OF 4)

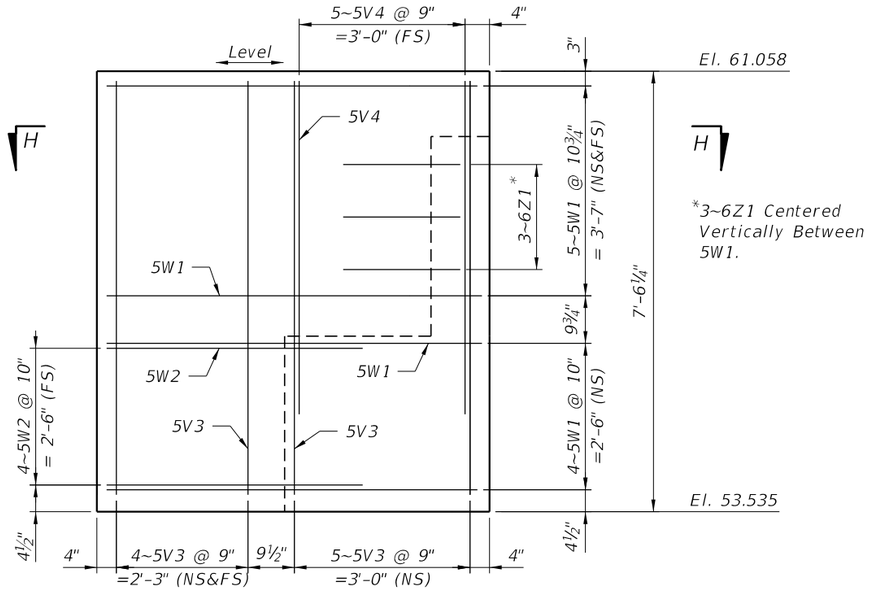
REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

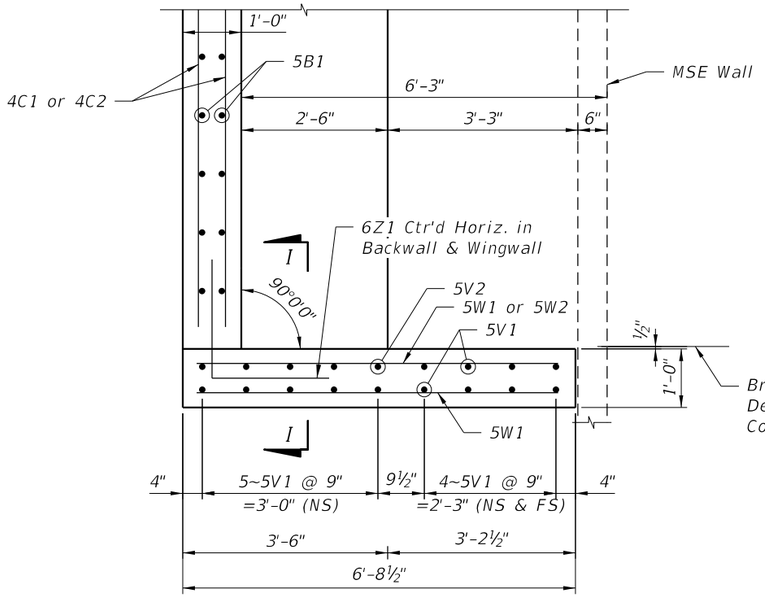
SHEET NO.: B1-07



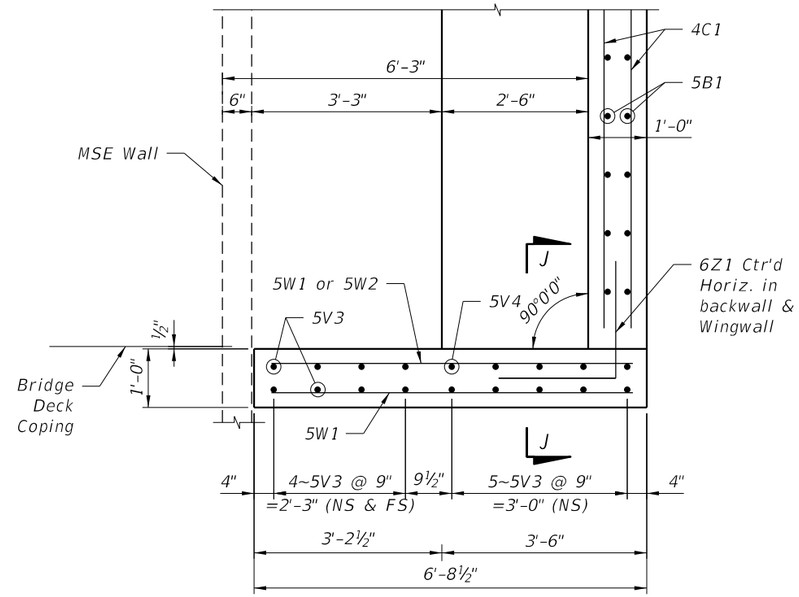
VIEW C-C
(VIEW F-F OPPOSITE HAND)



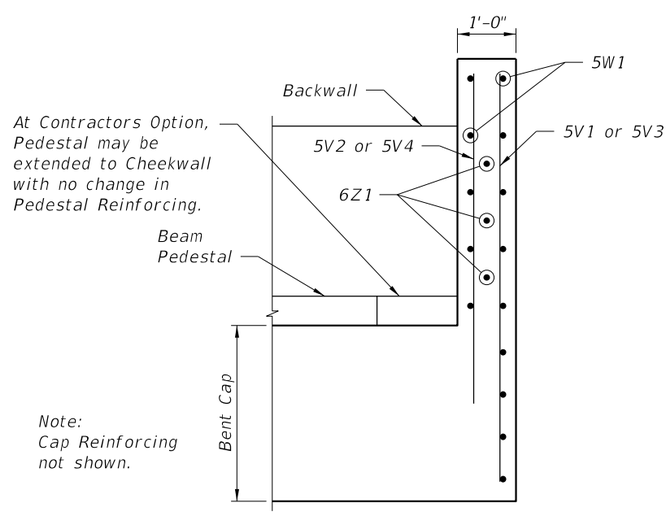
VIEW D-D



SECTION G-G



SECTION H-H



SECTION J-J
(SECTION I-I OPPOSITE HAND)

BRIDGE NO. 714054

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY:	CHECKED BY:	DESIGNED BY:	CHECKED BY:
J.F. 1-21	R.K. 1-21	D.M. 1-21	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: END BENT DETAILS (2 OF 4)
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B1-08

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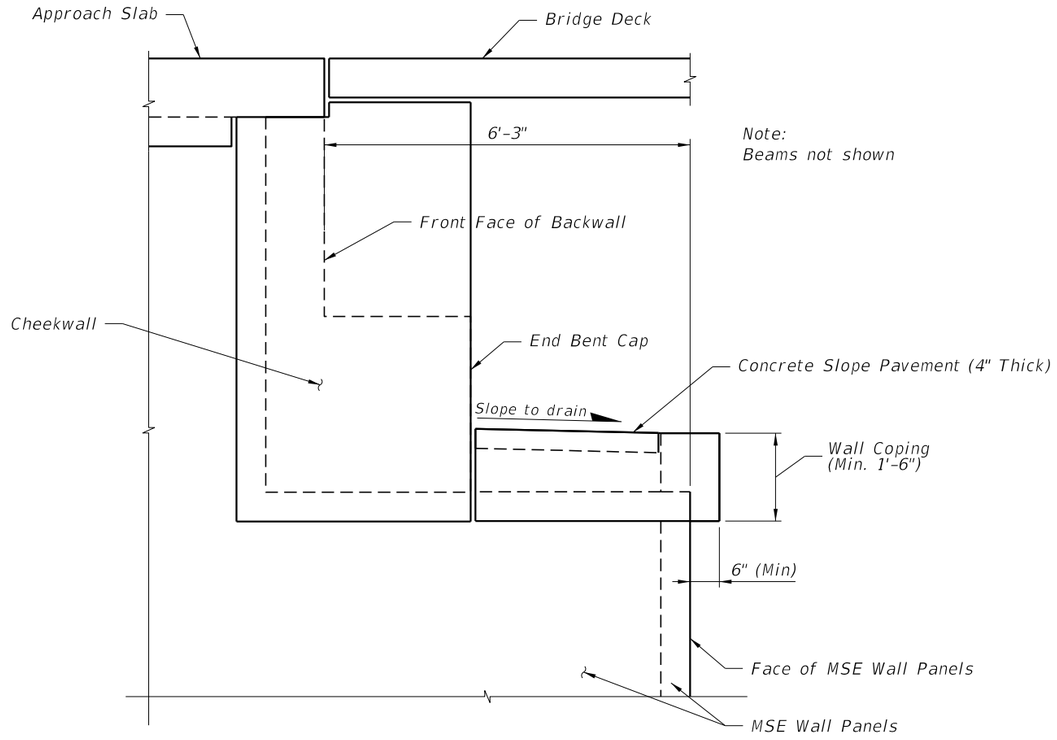
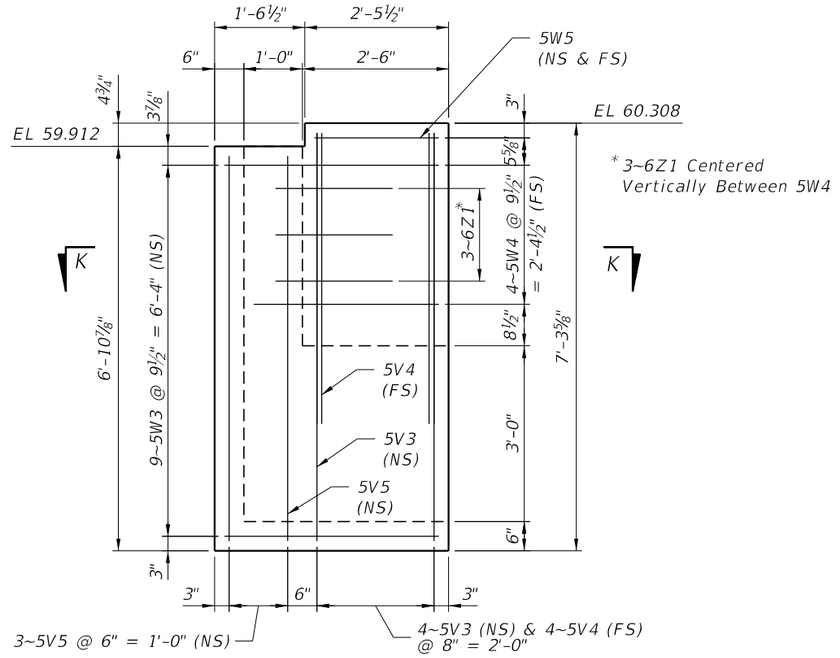
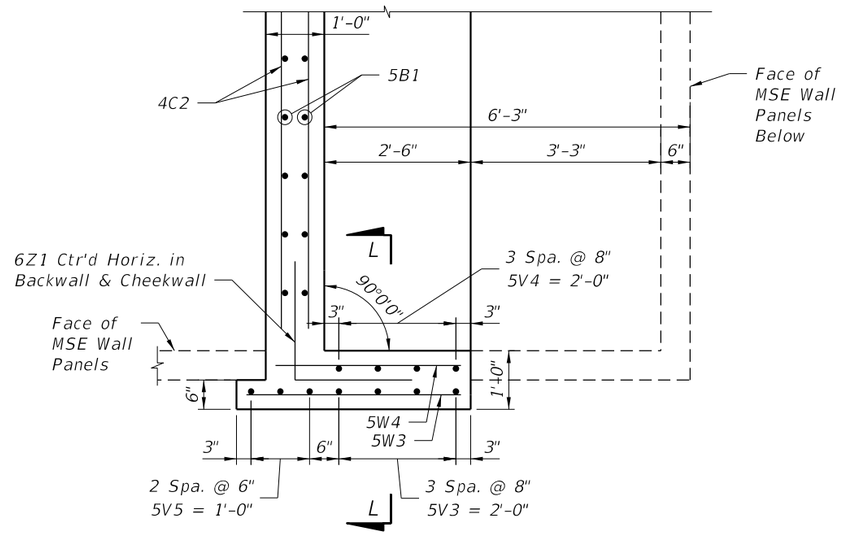


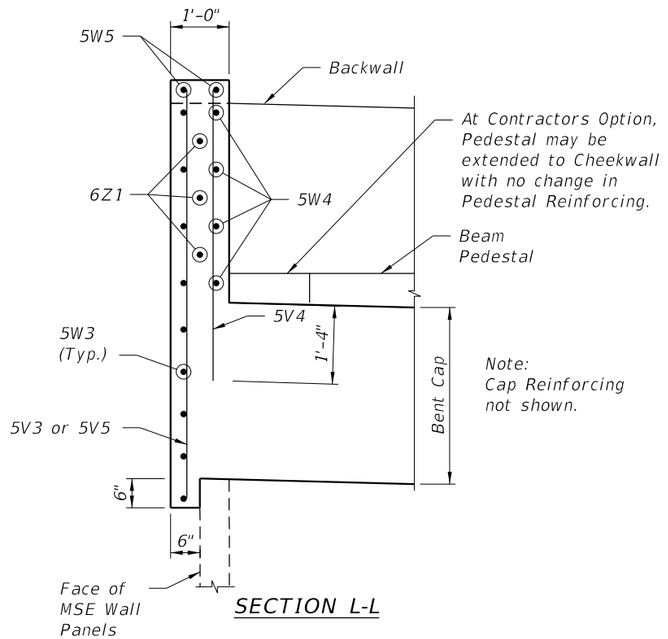
ELEVATION OF CHEEKWALL AT NORTH END OF END BENT 4



VIEW E-E



SECTION K-K



SECTION L-L

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

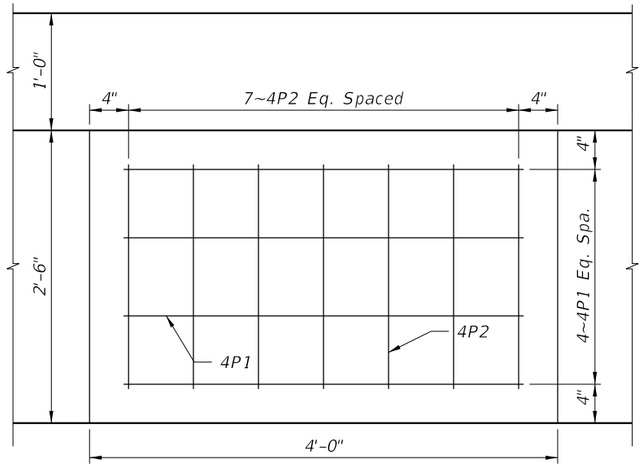
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: END BENT DETAILS (3 OF 4)

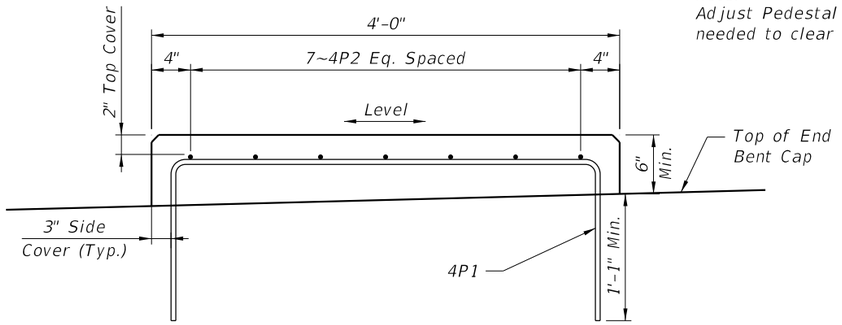
REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-09



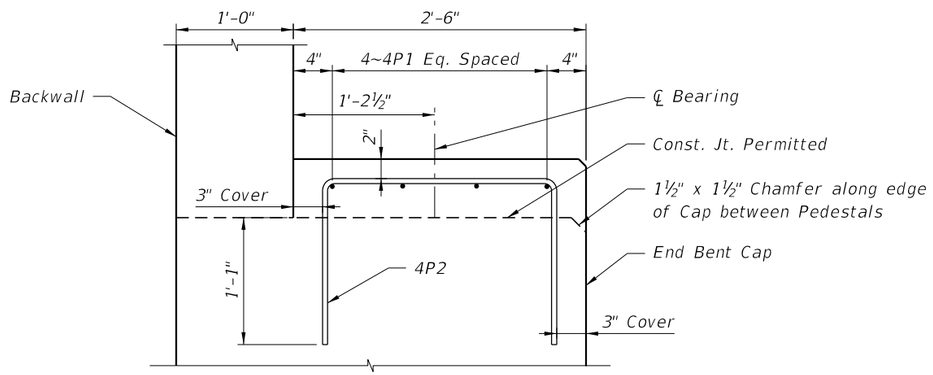
PEDESTAL REINFORCING PLAN



Note:
Adjust Pedestal spacing 1" Max. where needed to clear cap reinforcing.

PEDESTAL LONGITUDINAL SECTION

End Bent 1 - All Beams
End Bent 3 - Beams 1 & 6



PEDESTAL TRANSVERSE SECTION

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: END BENT DETAILS (4 OF 4)
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B1-10

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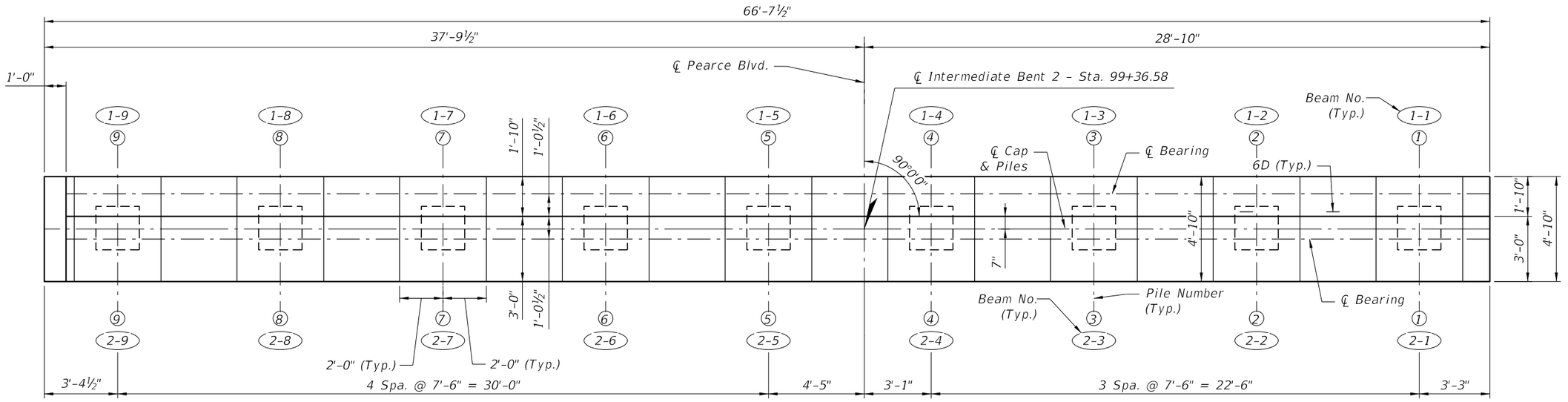
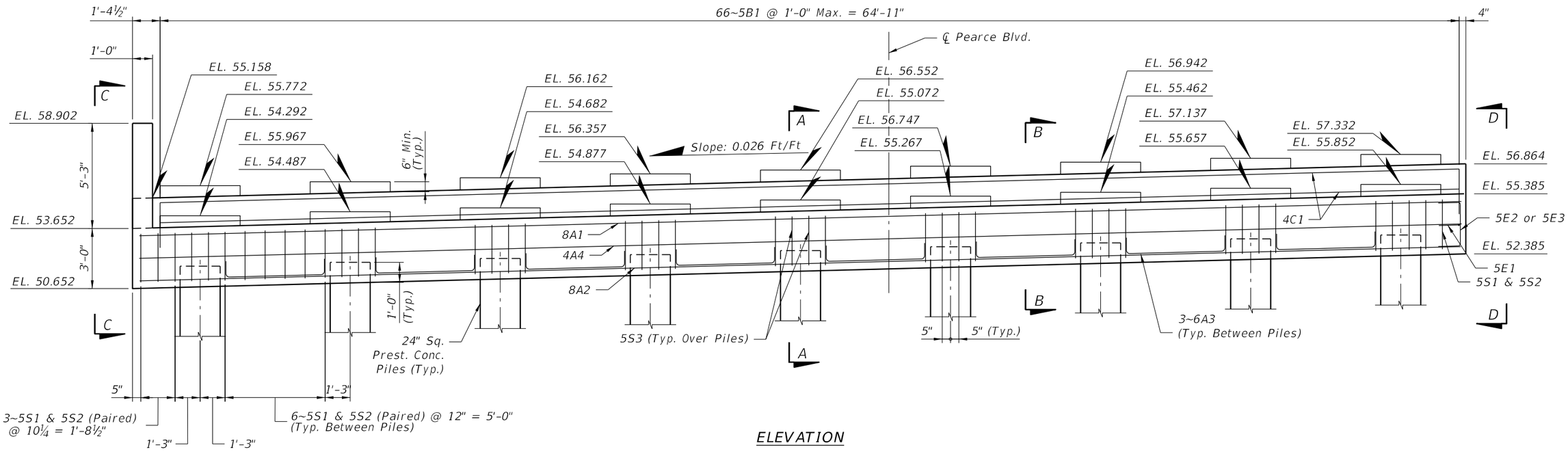


PLAN

Note:
Cheekwall Reinf. Not Shown

Note:
For Sections, see INTERMEDIATE BENT DETAILS (1 OF 3) & INTERMEDIATE BENT DETAILS (2 OF 3)



ELEVATION

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: INTERMEDIATE BENT 2
REF. DWG. NO.
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO. B1-11

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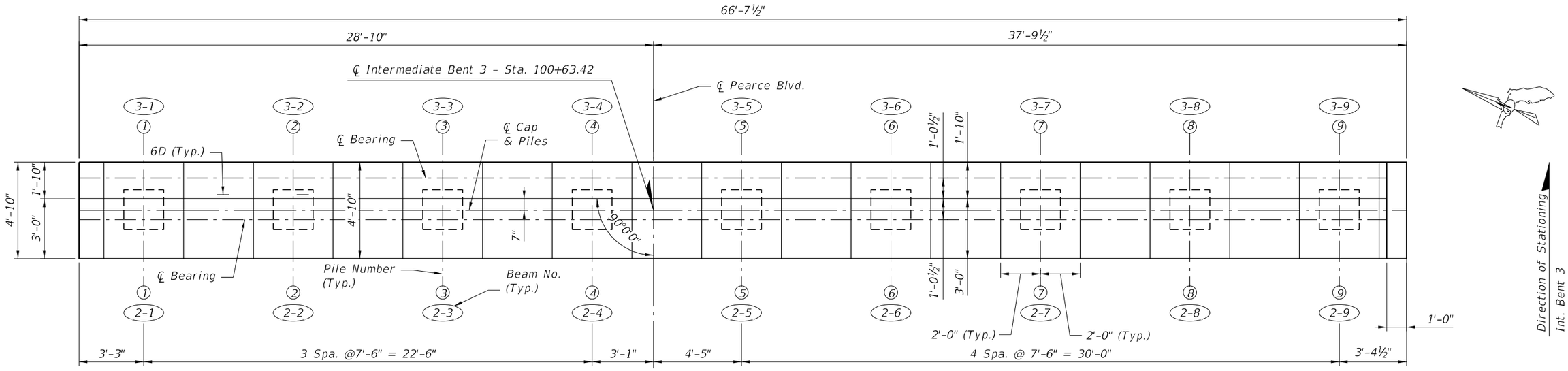
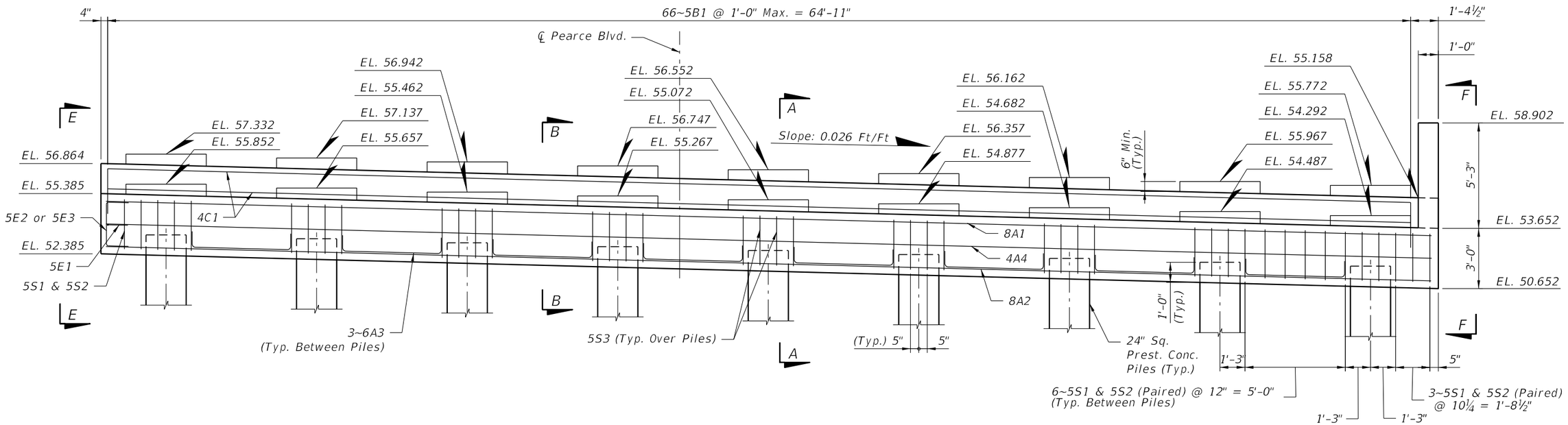


PLAN

Note:
For Sections, see Sheets INTERMEDIATE BENT DETAILS (1 OF 3) & INTERMEDIATE BENT DETAILS (2 OF 3)

Note:
Cheekwall Reinf. Not Shown



ELEVATION

BRIDGE NO. 714054

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: INTERMEDIATE BENT 3
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B1-12

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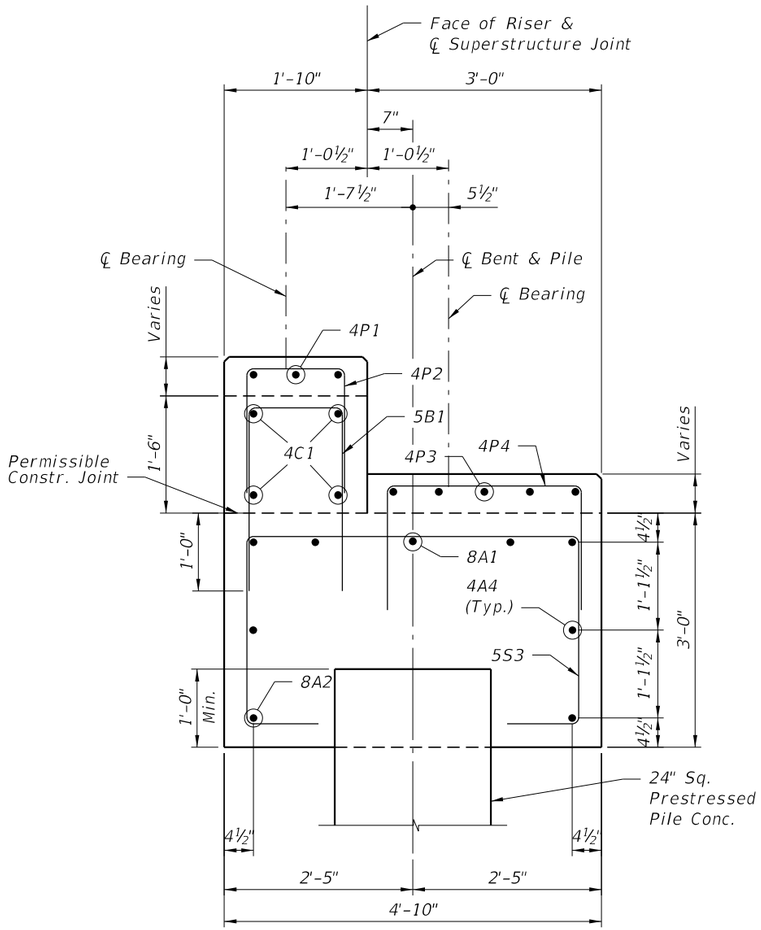
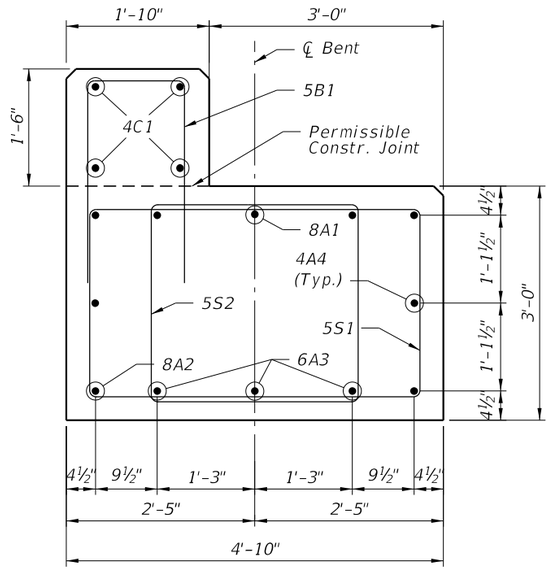


SECTION A-A



SECTION B-B

BRIDGE NO. 714054

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY:	J.F. 1-21
CHECKED BY:	R.K. 1-21
DESIGNED BY:	D.M. 1-21
CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: INTERMEDIATE BENT DETAILS (1 OF 3)

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-13

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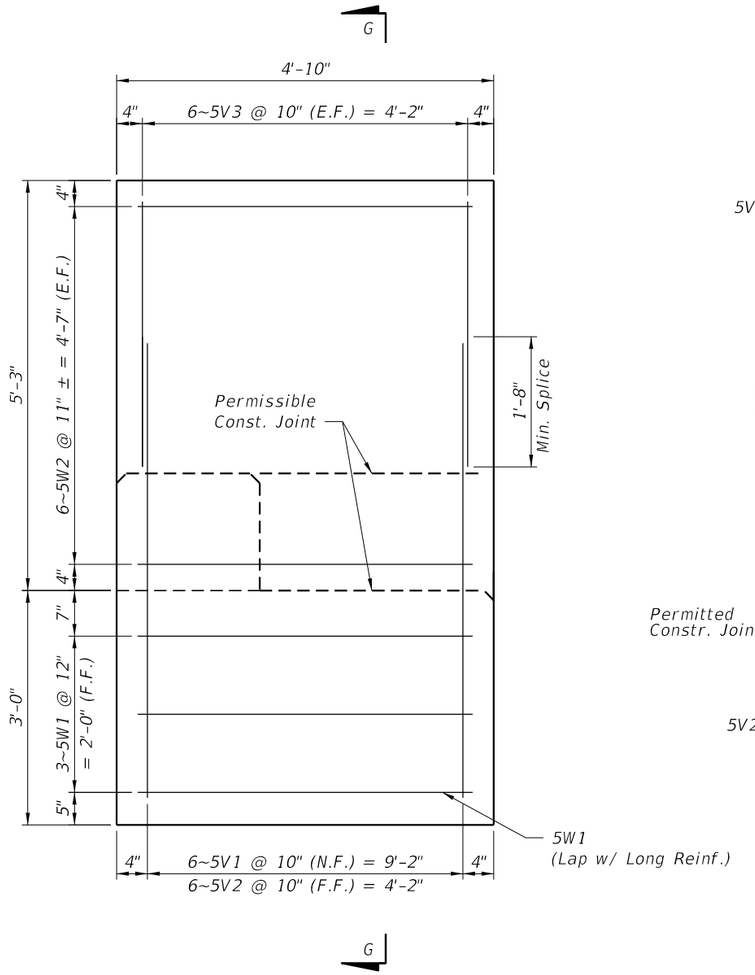
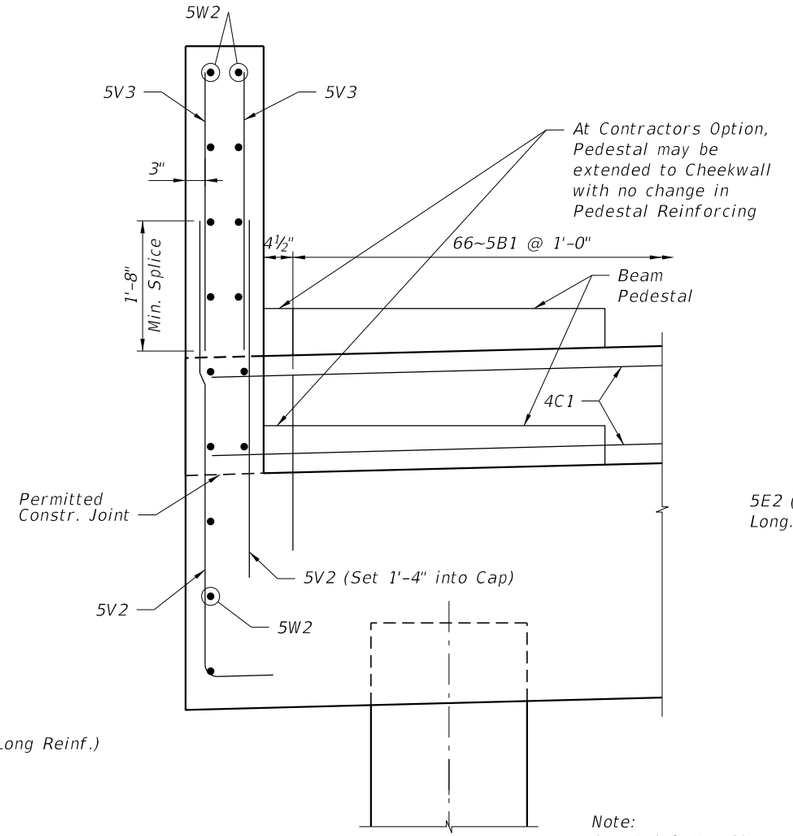
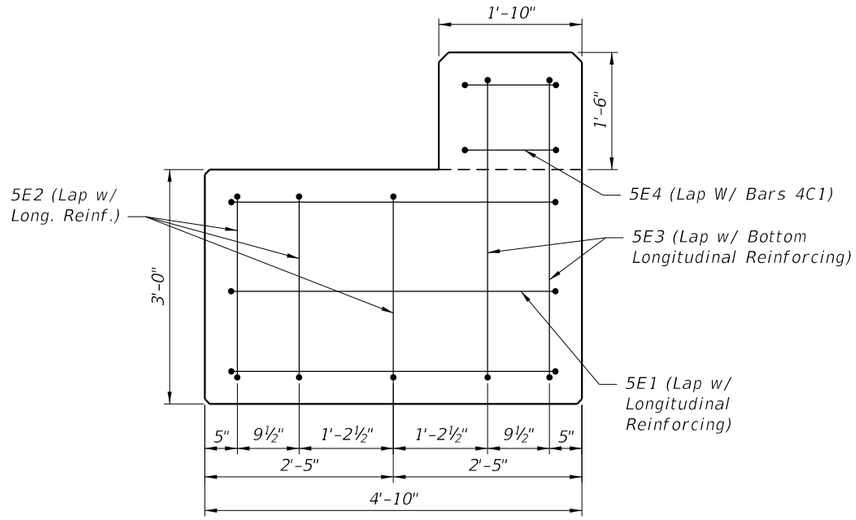


VIEW C-C
(VIEW F-F OPPOSITE HAND)



SECTION G-G



VIEW D-D
(VIEW E-E OPPOSITE HAND)

BRIDGE NO. 714054

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY:	J.F. 1-21
CHECKED BY:	R.K. 1-21
DESIGNED BY:	D.M. 1-21
CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: INTERMEDIATE BENT DETAILS (2 OF 3)

REF. DWG. NO.

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO. B1-14

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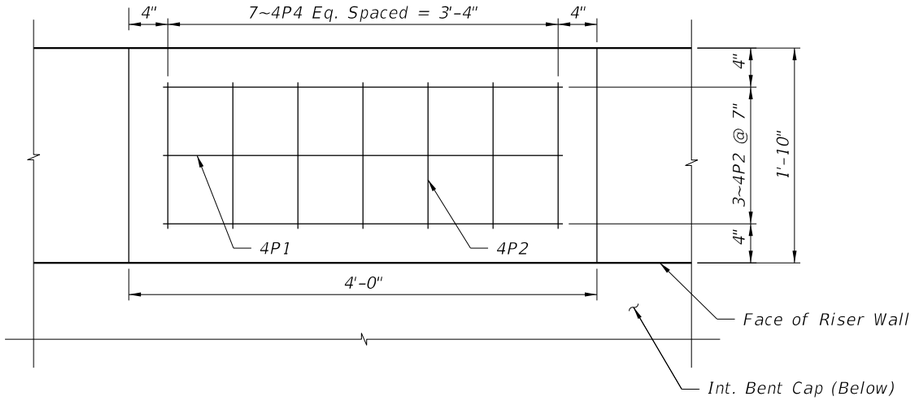
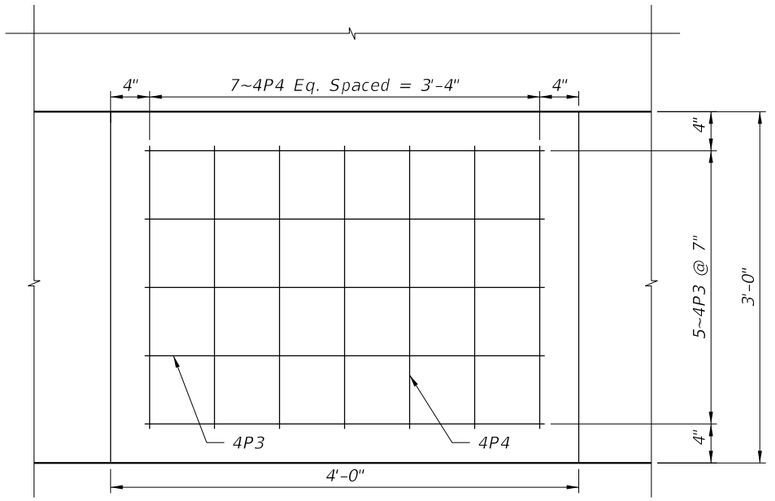
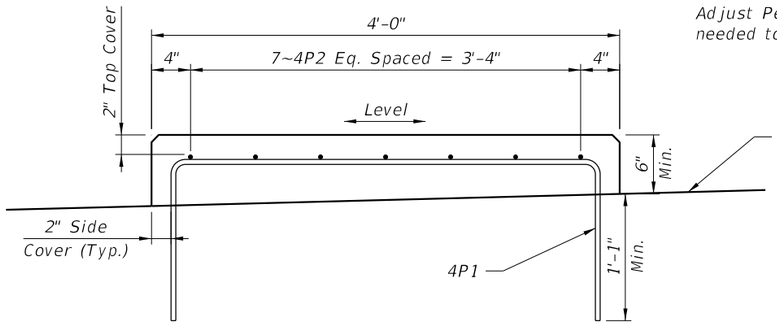


PEDESTAL REINFORCING PLAN

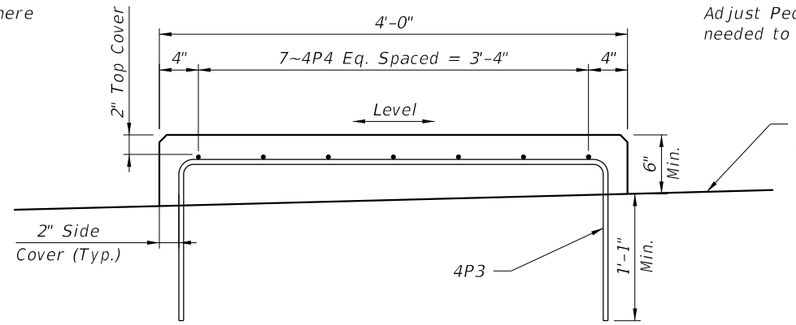


PEDESTAL REINFORCING PLAN



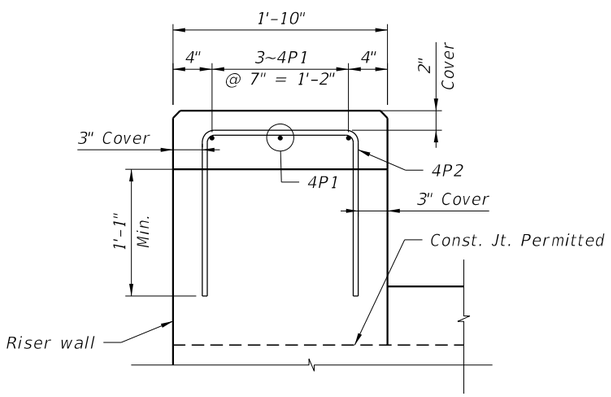
Note:
Adjust Pedestal spacing 1" max. where needed to clear cap reinforcing.

PEDESTAL LONGITUDINAL SECTION

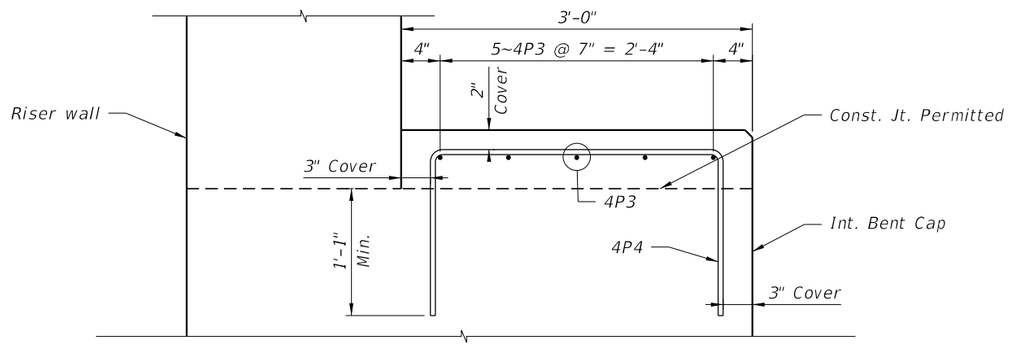


Note:
Adjust Pedestal spacing 1" Max. where needed to clear cap reinforcing.

PEDESTAL LONGITUDINAL SECTION



PEDESTAL TRANSVERSE SECTION



PEDESTAL TRANSVERSE SECTION

BRIDGE NO. 714054

REVISIONS

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DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: INTERMEDIATE BENT DETAILS (3 OF 3)
REF. DWG. NO.
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO. B1-15

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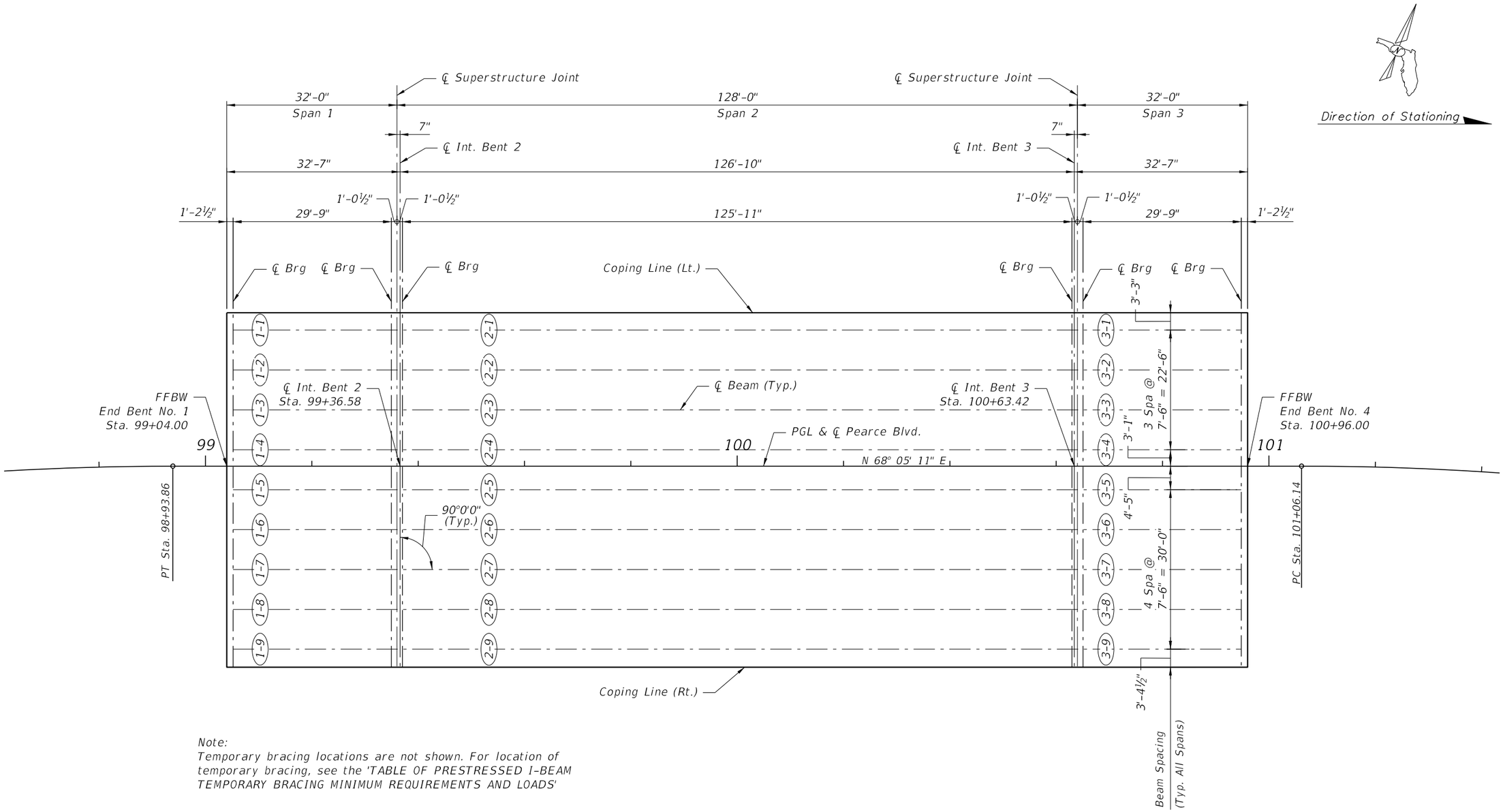

Note:
Temporary bracing locations are not shown. For location of temporary bracing, see the 'TABLE OF PRESTRESSED I-BEAM TEMPORARY BRACING MINIMUM REQUIREMENTS AND LOADS'

FRAMING PLAN

BRIDGE NO. 714054

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REVISIONS					
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P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY:	J.F. 1-21
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CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: FRAMING PLAN

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-16

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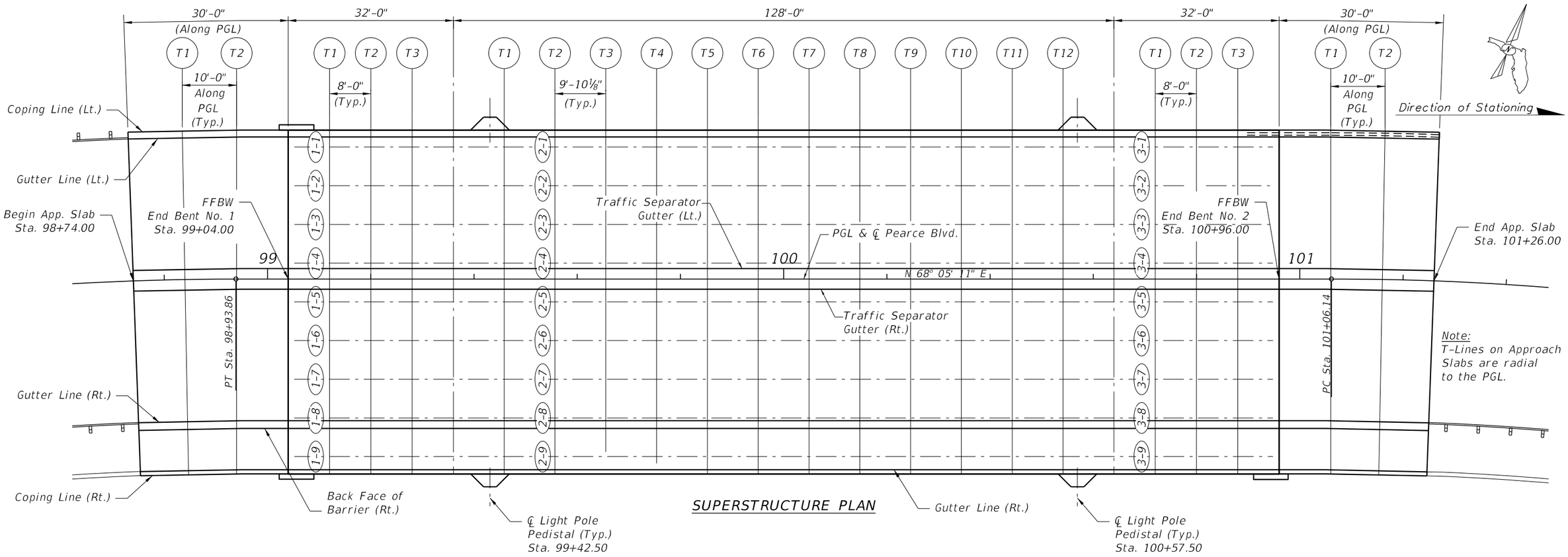
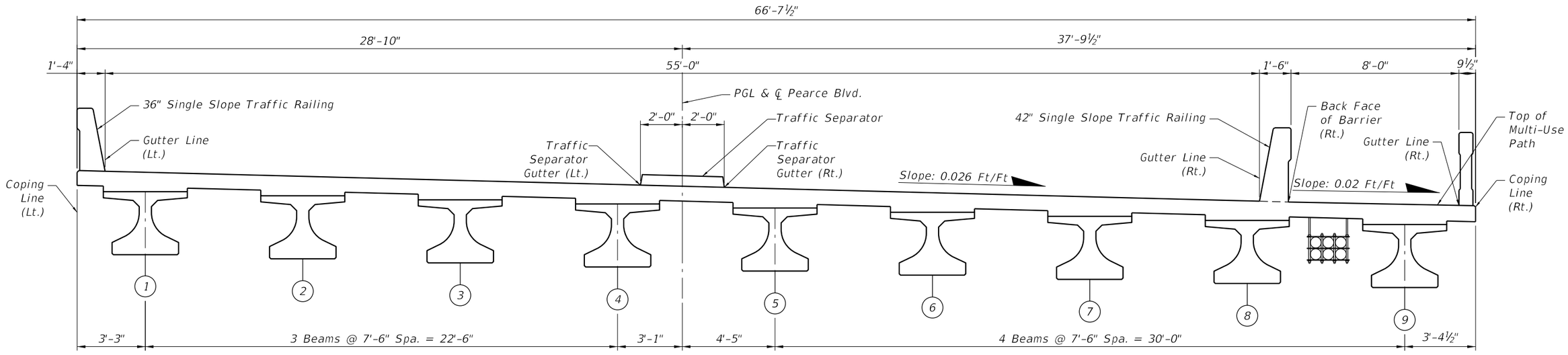


SUPERSTRUCTURE PLAN



SUPERSTRUCTURE SECTION

BRIDGE NO. 714054

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REVISIONS					
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POND & COMPANY
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JACKSONVILLE, FL 32207

DRAWN BY:	J.F. 1-21
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CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: FINISH GRADE ELEVATIONS (1 OF 2)

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-17

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APPROACH SLAB BEGIN				
	Begin Slab	T-1	T-2	End Bent 1
Coping Line (Lt.)	60.559	60.740	60.907	61.058
Gutter Line (Lt.)	60.524	60.706	60.872	61.024
Traffic Separator Gutter (Lt.)	59.861	60.043	60.209	60.361
PGL	59.809	59.991	60.157	60.309
Traffic Separator Gutter (Rt.)	59.757	59.939	60.105	60.257
Traffic Railing Gutter Line (Rt.)	59.094	59.276	59.442	59.594
Back Face of Traffic Railing	59.055	59.237	59.403	59.555
Gutter Line (Rt.)	58.895	59.077	59.243	59.395
Coping Line (Rt.)	58.879	59.061	59.227	59.379

SPAN 1					
	End Bent 1	T-1	T-2	T-3	IB-2
Coping Line (Lt.)	61.058	61.169	61.270	61.361	61.442
Gutter Line (Lt.)	61.024	61.134	61.235	61.326	61.408
Beam 1	60.974	61.084	61.185	61.276	61.358
Beam 2	60.779	60.889	60.990	61.081	61.163
Beam 3	60.584	60.694	60.795	60.886	60.968
Beam 4	60.389	60.499	60.600	60.691	60.773
Traffic Separator Gutter (Lt.)	60.361	60.471	60.572	60.663	60.745
PGL	60.309	60.419	60.520	60.611	60.693
Traffic Separator Gutter (Rt.)	60.257	60.367	60.468	60.559	60.641
Beam 5	60.194	60.304	60.405	60.496	60.578
Beam 6	59.999	60.109	60.210	60.301	60.383
Beam 7	59.804	59.914	60.015	60.106	60.188
Beam 8	59.609	59.719	59.820	59.911	59.993
Gutter Line (Rt.)	59.594	59.704	59.805	59.896	59.978
Back Face of Traffic Railing	59.555	59.665	59.766	59.857	59.939
Beam 9	59.446	59.557	59.658	59.749	59.830
Gutter Line (Rt.)	59.395	59.505	59.606	59.697	59.779
Coping Line (Rt.)	59.379	59.489	59.590	59.681	59.763

SPAN 2														
	IB-2	T-1	T-2	T-3	T-4	T-5	T-6	T-7	T-8	T-9	T-10	T-11	T-12	IB-3
Coping Line (Lt.)	61.442	61.530	61.602	61.661	61.704	61.733	61.748	61.748	61.733	61.704	61.661	61.602	61.530	61.442
Gutter Line (Lt.)	61.408	61.495	61.568	61.626	61.670	61.699	61.713	61.713	61.699	61.670	61.626	61.568	61.495	61.408
Beam 1	61.358	61.445	61.518	61.576	61.620	61.649	61.663	61.663	61.649	61.620	61.576	61.518	61.445	61.358
Beam 2	61.163	61.250	61.323	61.381	61.425	61.454	61.468	61.468	61.454	61.425	61.381	61.323	61.250	61.163
Beam 3	60.968	61.055	61.128	61.186	61.230	61.259	61.273	61.273	61.259	61.230	61.186	61.128	61.055	60.968
Beam 4	60.773	60.860	60.933	60.991	61.035	61.064	61.078	61.078	61.064	61.035	60.991	60.933	60.860	60.773
Traffic Separator Gutter (Lt.)	60.745	60.832	60.905	60.963	61.007	61.036	61.050	61.050	61.036	61.007	60.963	60.905	60.832	60.745
PGL	60.693	60.780	60.853	60.911	60.955	60.984	60.998	60.998	60.984	60.955	60.911	60.853	60.780	60.693
Traffic Separator Gutter (Rt.)	60.641	60.728	60.801	60.859	60.903	60.932	60.946	60.946	60.932	60.903	60.859	60.801	60.728	60.641
Beam 5	60.578	60.665	60.738	60.796	60.840	60.869	60.883	60.883	60.869	60.840	60.796	60.738	60.665	60.578
Beam 6	60.383	60.470	60.543	60.601	60.645	60.674	60.688	60.688	60.674	60.645	60.601	60.543	60.470	60.383
Beam 7	60.188	60.275	60.348	60.406	60.450	60.479	60.493	60.479	60.450	60.450	60.406	60.348	60.275	60.188
Beam 8	59.993	60.080	60.153	60.211	60.255	60.284	60.298	60.298	60.284	60.255	60.211	60.153	60.080	59.993
Traffic Railing Gutter Line (Rt.)	59.978	60.065	60.138	60.196	60.240	60.269	60.283	60.283	60.269	60.240	60.196	60.138	60.065	59.978
Back Face of Traffic Railing	59.939	60.026	60.099	60.157	60.201	60.230	60.244	60.244	60.230	60.201	60.157	60.099	60.026	59.939
Beam 9	59.830	59.918	59.990	60.049	60.092	60.121	60.136	60.136	60.121	60.092	60.049	59.990	59.918	59.830
Gutter Line (Rt.)	59.779	59.866	59.939	59.997	60.041	60.070	60.084	60.084	60.070	60.041	59.997	59.939	59.866	59.779
Coping Line (Rt.)	59.763	59.850	59.923	59.981	60.025	60.054	60.068	60.068	60.054	60.025	59.981	59.923	59.850	59.763

SPAN 3					
	IB-3	T-1	T-2	T-3	End Bent 4
Coping Line (Lt.)	61.442	61.361	61.270	61.169	61.058
Gutter Line (Lt.)	61.408	61.326	61.235	61.134	61.024
Beam 1	61.358	61.276	61.185	61.084	60.974
Beam 2	61.163	61.081	60.990	60.889	60.779
Beam 3	60.968	60.886	60.795	60.694	60.584
Beam 4	60.773	60.691	60.600	60.499	60.389
Traffic Separator Gutter (Lt.)	60.745	60.663	60.572	60.471	60.309
PGL	60.693	60.611	60.520	60.419	60.309
Traffic Separator Gutter (Rt.)	60.641	60.559	60.468	60.367	60.257
Beam 5	60.578	60.496	60.405	60.304	60.194
Beam 6	60.383	60.301	60.210	60.109	59.999
Beam 7	60.188	60.106	60.015	59.914	59.804
Beam 8	59.993	59.911	59.820	59.719	59.609
Traffic Railing Gutter Line (Rt.)	59.978	59.896	59.805	59.704	59.594
Back Face of Traffic Railing	59.939	59.857	59.766	59.665	59.555
Beam 9	59.830	59.749	59.658	59.557	59.446
Gutter Line (Rt.)	59.779	59.697	59.606	59.505	59.395
Coping Line (Rt.)	59.763	59.681	59.590	59.489	59.379

APPROACH SLAB END				
	End Bent 4	T-1	T-2	End Slab
Coping Line (Lt.)	61.058	60.907	60.740	60.559
Gutter Line (Lt.)	61.024	60.872	60.706	60.524
Traffic Separator Gutter (Lt.)	60.361	60.209	60.043	59.861
PGL	60.309	60.157	59.991	59.809
Traffic Separator Gutter (Rt.)	60.257	60.105	59.939	59.757
Traffic Railing Gutter Line (Rt.)	59.607	59.455	59.289	59.107
Back Face of Traffic Railing	59.555	59.442	59.276	59.094
Gutter Line (Rt.)	59.395	59.282	59.116	58.934
Coping Line (Rt.)	59.379	59.266	59.100	58.918

Note:
See FINISH GRADE ELEVATIONS (1 OF 2) for Elevation Locations.

FINISH GRADE ELEVATIONS

BRIDGE NO. 714054

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: FINISH GRADE ELEVATIONS (2 OF 2)
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B1-18

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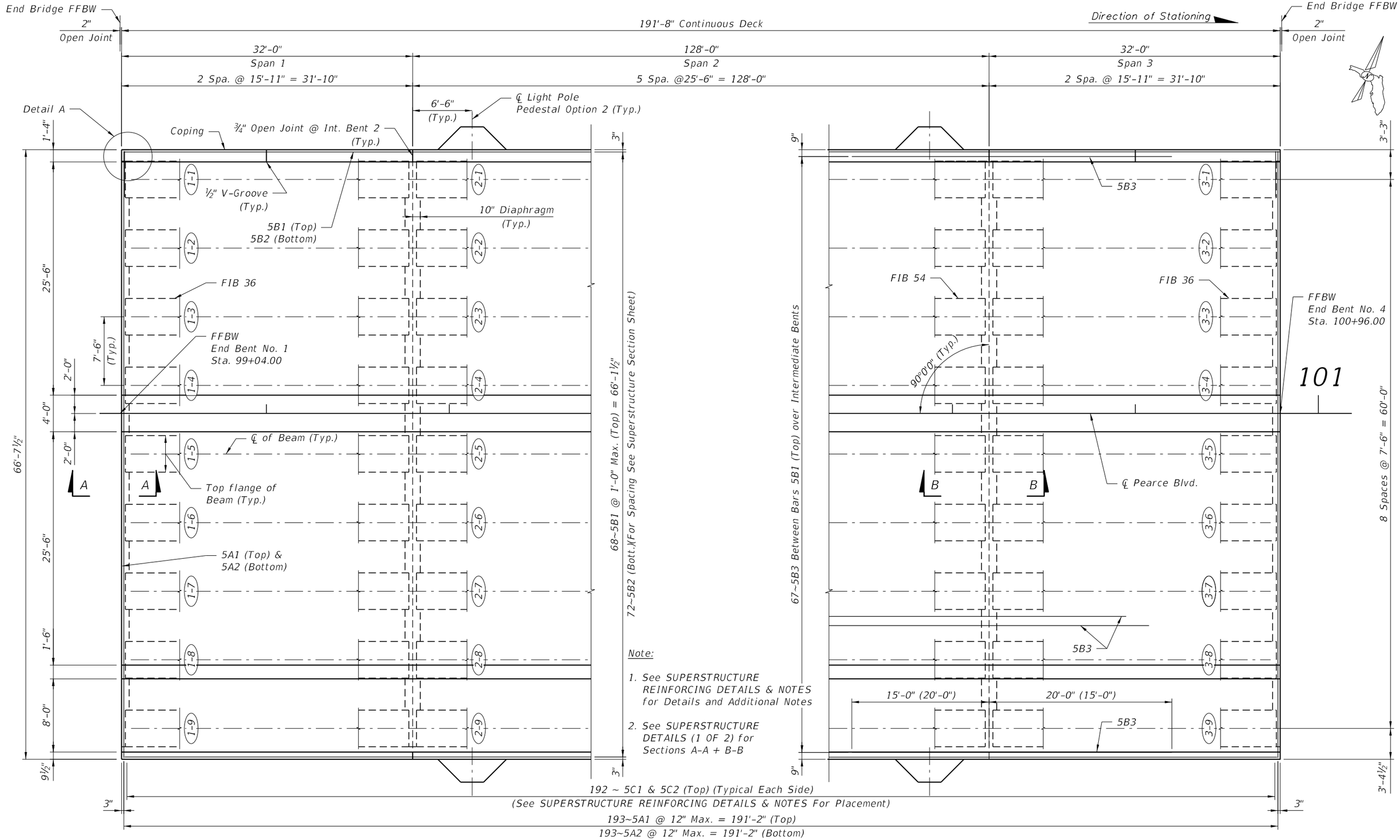

Note:

1. See SUPERSTRUCTURE REINFORCING DETAILS & NOTES for Details and Additional Notes
2. See SUPERSTRUCTURE DETAILS (1 OF 2) for Sections A-A + B-B

SUPERSTRUCTURE PLAN

BRIDGE NO. 714054

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SUPERSTRUCTURE PLAN

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-19

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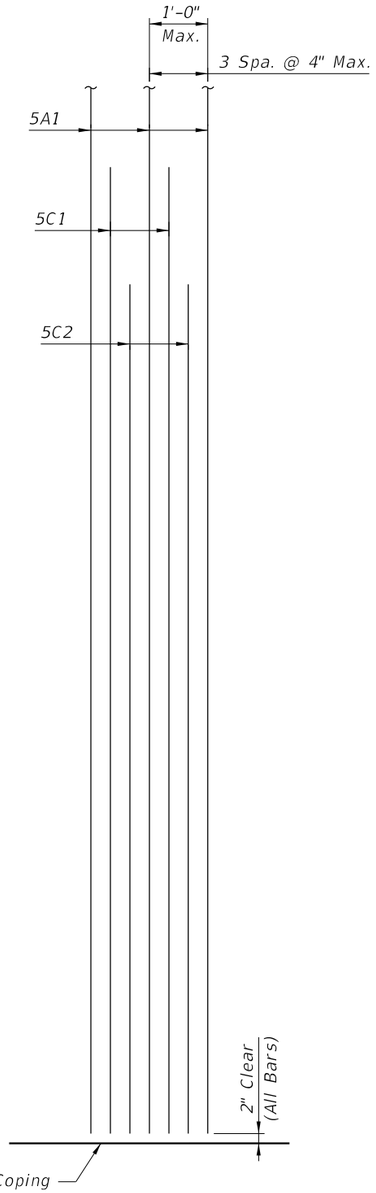
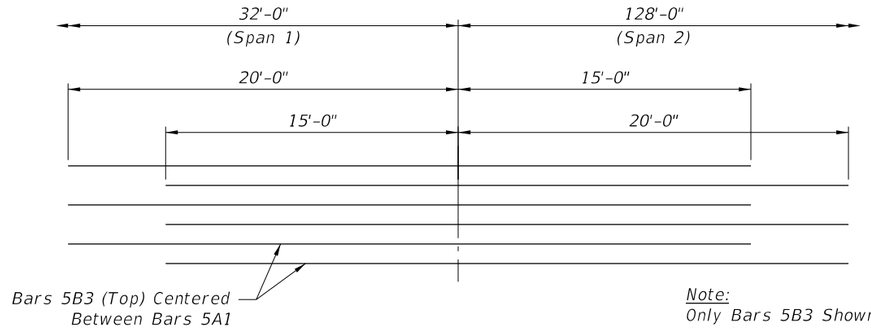
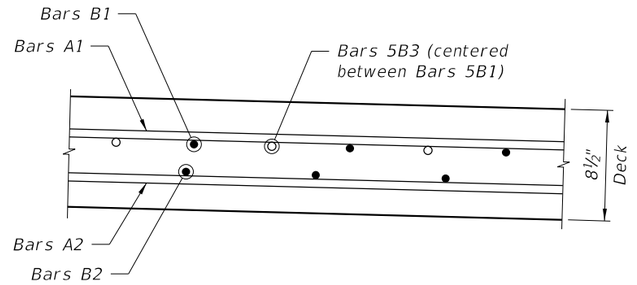


PLACEMENT OF BARS 5C1 & 5C2



Note:
Only Bars 5B3 Shown.
See Superstructure Plan for complete deck reinforcing.

PLAN VIEW SHOWING
PLACEMENT OF BARS 5B3
(Shown at Int. Bent 2, Similar at Int Bent 3)



SECTION THROUGH DECK SHOWING
PLACEMENT OF BARS 5B3

Reinforcing Notes:

1. Provide 1'-6" Lap Splice in top and bottom longitudinal reinforcing.
2. Provide 2'-0" Lap in top and bottom longitudinal reinforcing.
3. Stagger Splice locations in adjacent longitudinal bars.
4. For placement of 5B2 bars, see SUPERSTRUCTURE SECTIONS (1 OF 2).

BRIDGE NO. 714054

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P.E. LICENSE NUMBER 36843
POND & COMPANY
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JACKSONVILLE, FL 32207

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J.F. 1-21	R.K. 1-21	D.M. 1-21	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

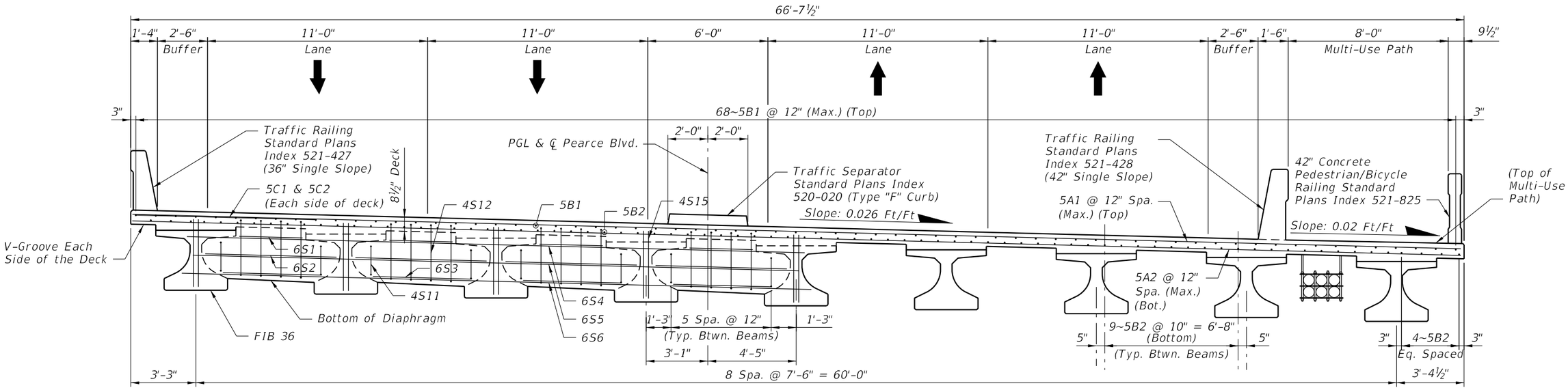
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SUPERSTRUCTURE REINFORCING DETAILS & NOTES

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-20



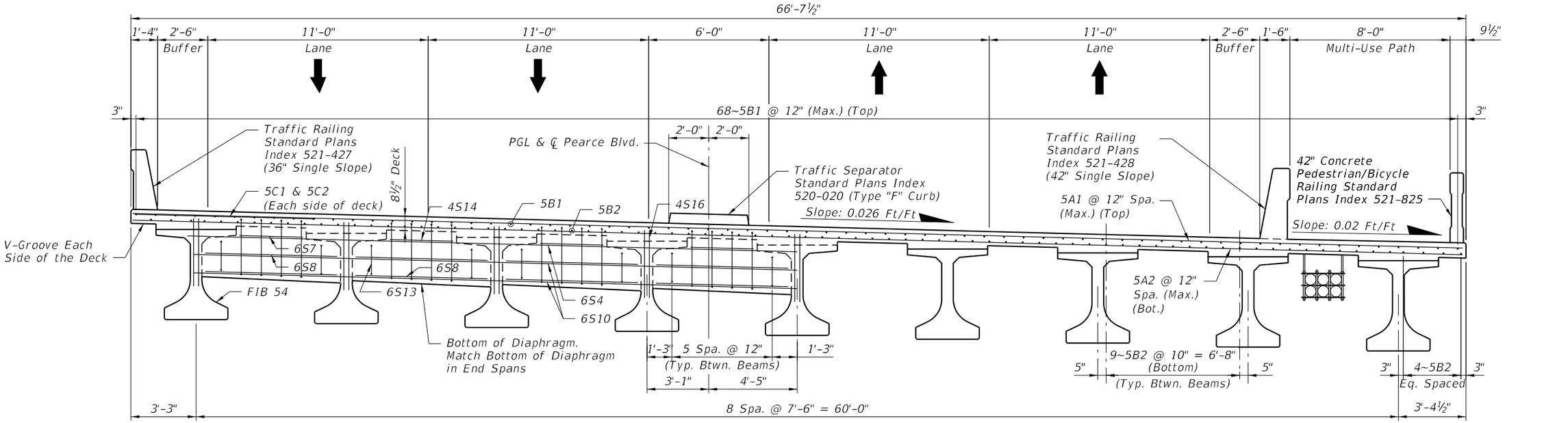
END SECTION

SECTION THRU DECK AT MID-SPAN

Notes:

Bars 5B3 Not Shown in End Sections

SUPERSTRUCTURE SECTION (SPANS 1 & 3)



END SECTION

SECTION THRU DECK

Notes:

1. For Sections thru diaphragm, see SUPERSTRUCTURE DETAILS (1 OF 2)
2. For Details at Multi-Use Path, see SUPERSTRUCTURE DETAILS (2 OF 2)

SUPERSTRUCTURE SECTION (SPAN 2)

BRIDGE NO. 714054

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JACKSONVILLE, FL 32207

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DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SUPERSTRUCTURE SECTIONS (1 OF 2)

REF. DWG. NO.

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO. B1-21

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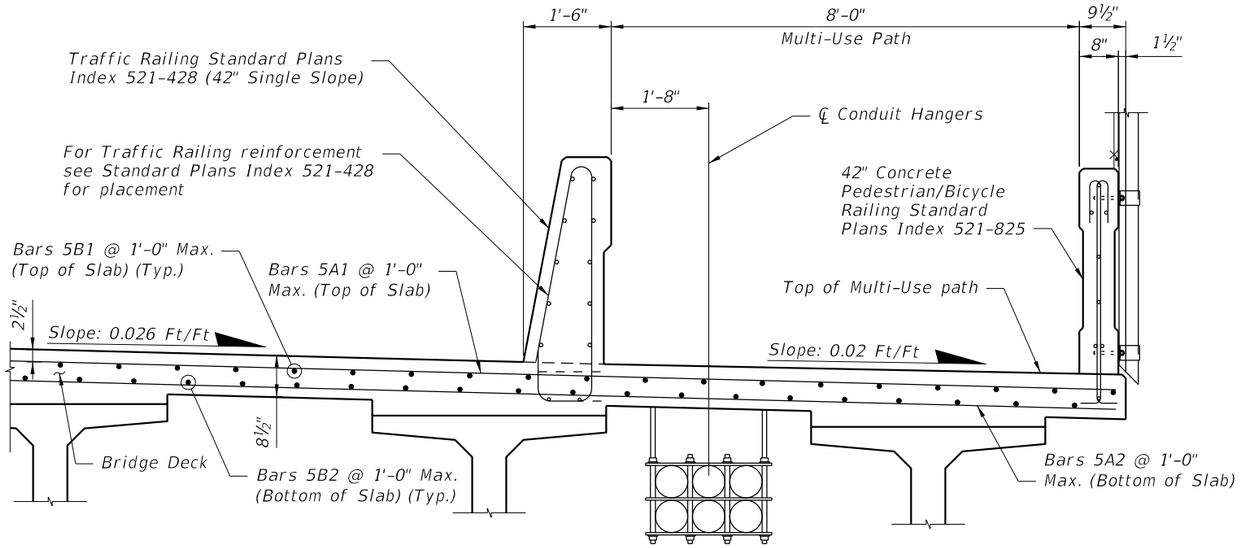
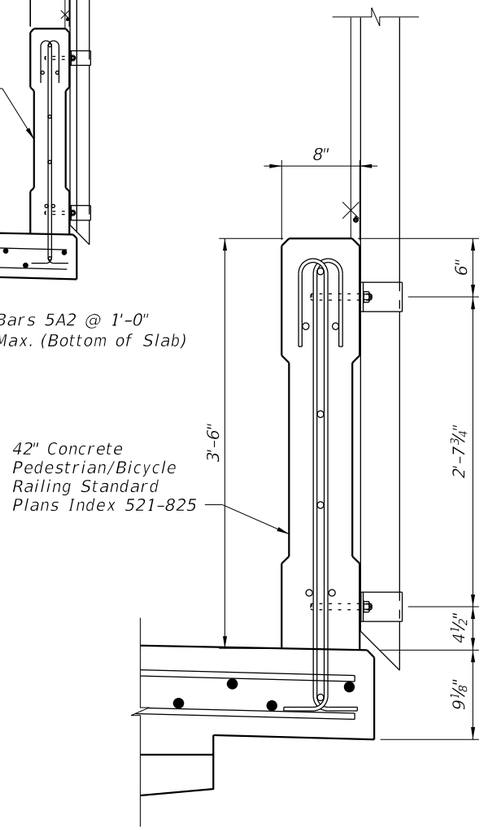
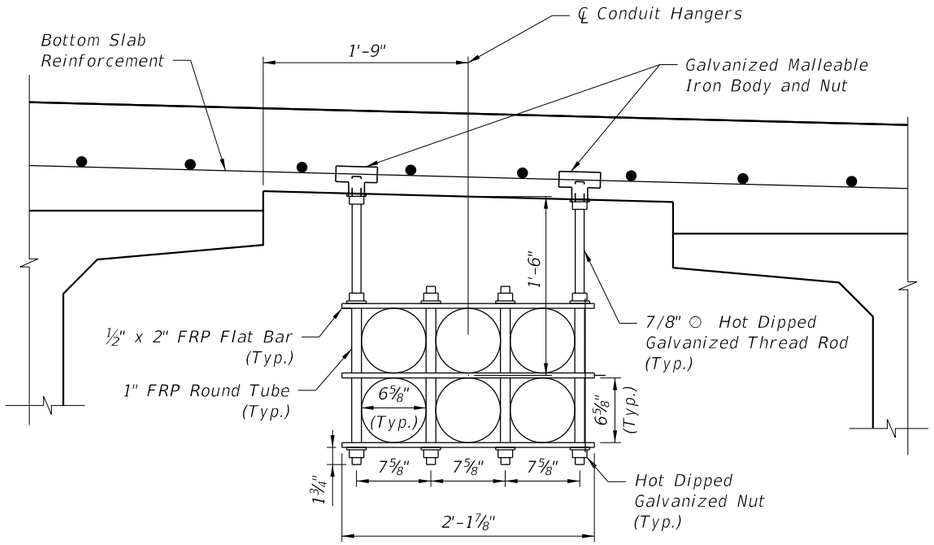


SECTION THRU BRIDGE DECK AT MULTI-USE PATH

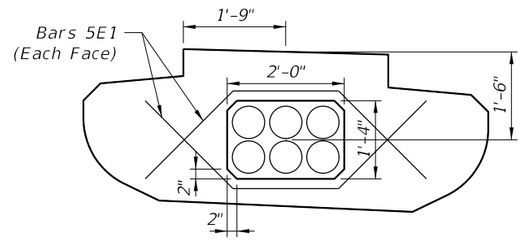


SECTION THRU BRIDGE DECK



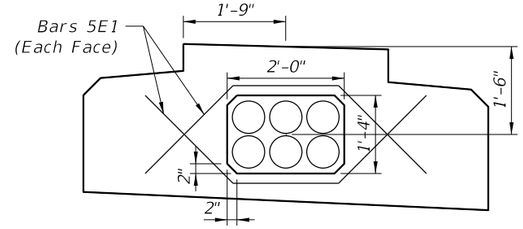
CONDUIT HANGER

Install hangers at equal spacing not to exceed 10'-0".



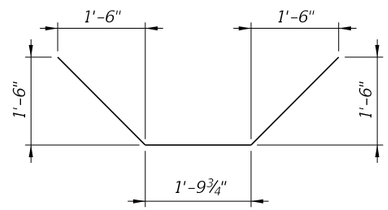
UTILITY BLOCK-OUT FIB 36 DIAPHRAGM

Cut conflicting reinforcing as required to clear opening by 2" all around.



UTILITY BLOCK-OUT FIB 54 DIAPHRAGM

Cut conflicting reinforcing as required to clear opening by 2" all around.



BAR 5E1

Utility Block-Out at each backwall and at each diaphragm will require 4 bars (2 bars in each face).
Total of 24 bars required.

BRIDGE NO. 714054

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JACKSONVILLE, FL 32207

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DESIGNED BY: D.M. 1-21
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SUPERSTRUCTURE SECTIONS (2 OF 2)
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B1-22

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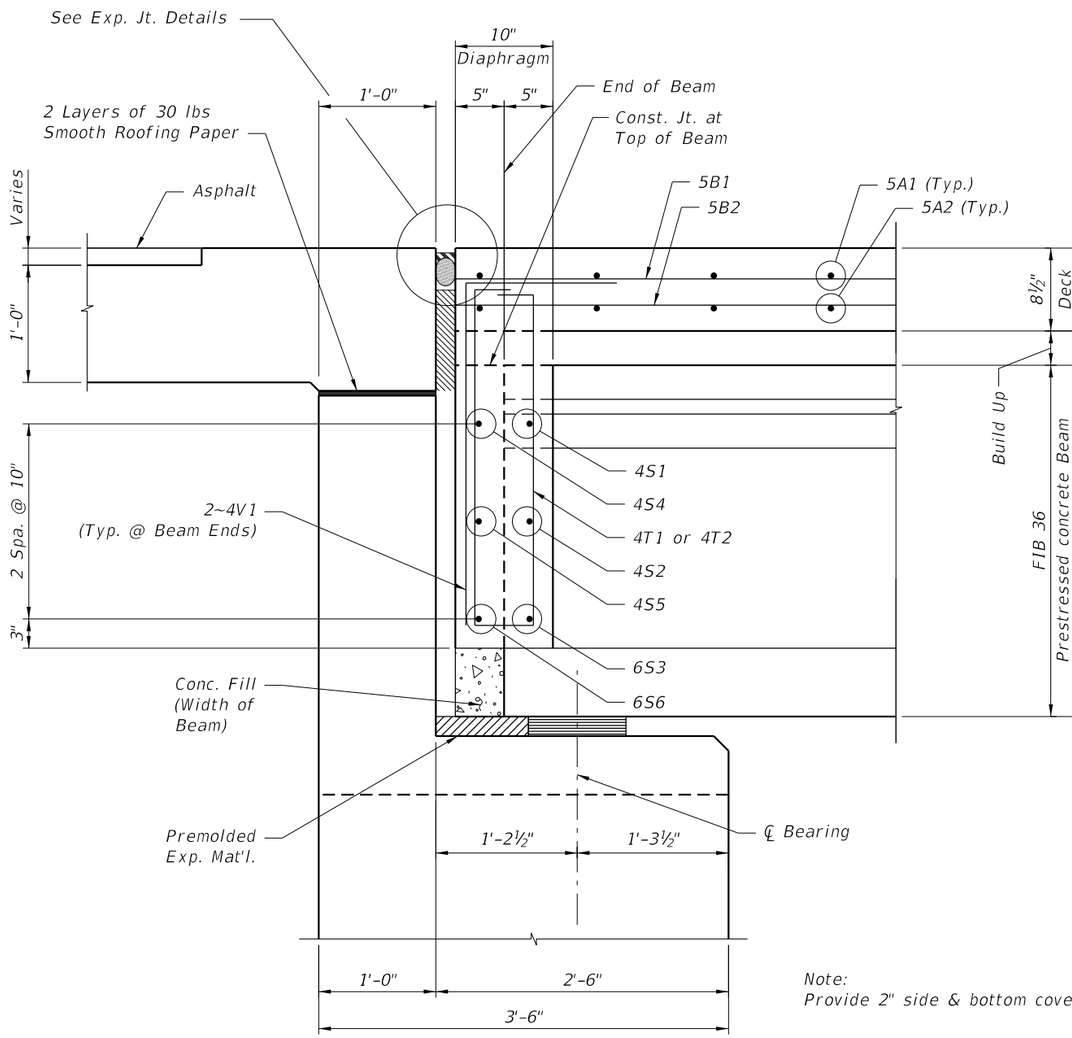
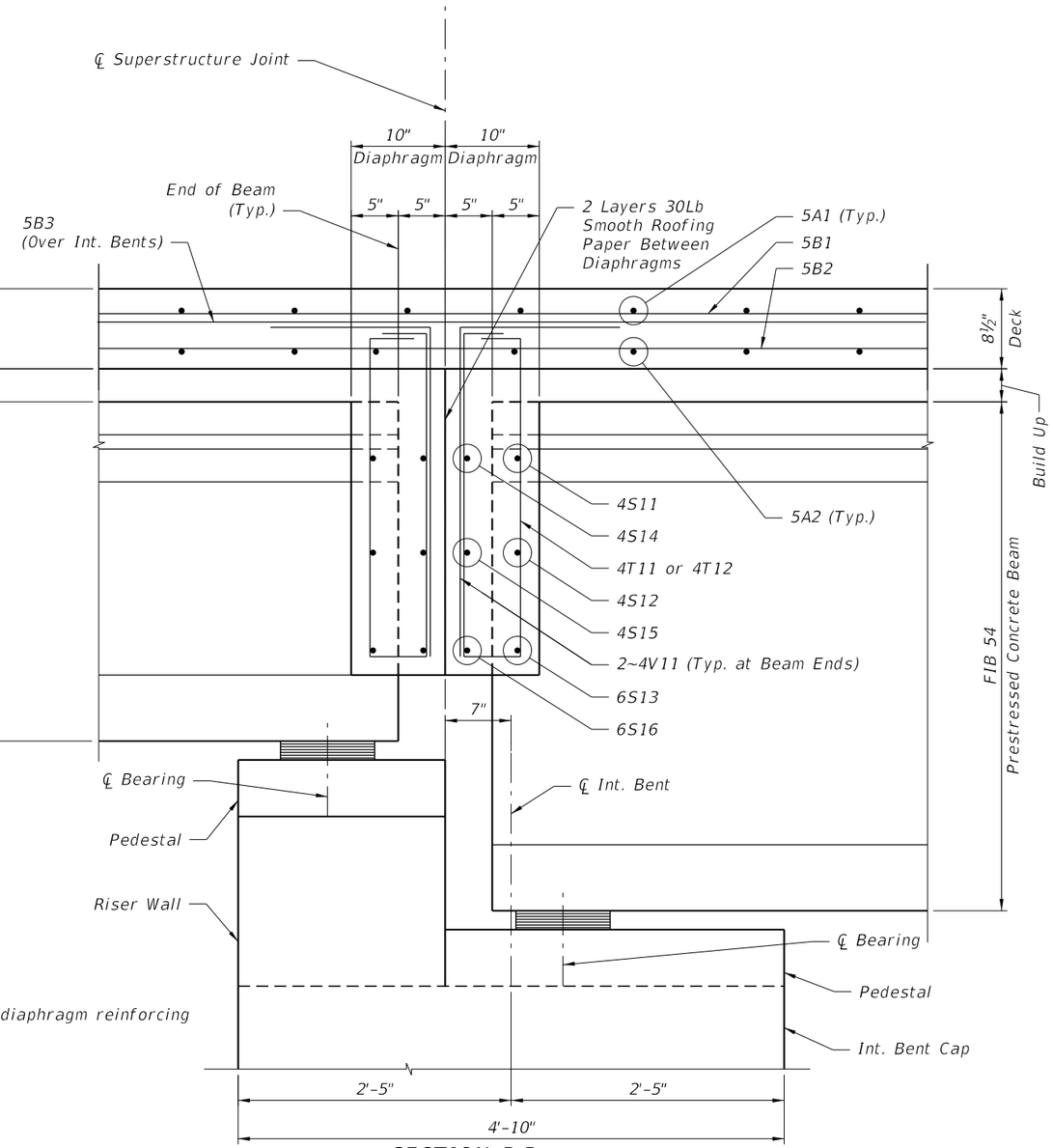


SECTION A-A
AT END BENT



SECTION B-B
AT INT BENT
(Typ.)

Note:
Provide 2" side & bottom cover on diaphragm reinforcing

BRIDGE NO. 714054

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POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

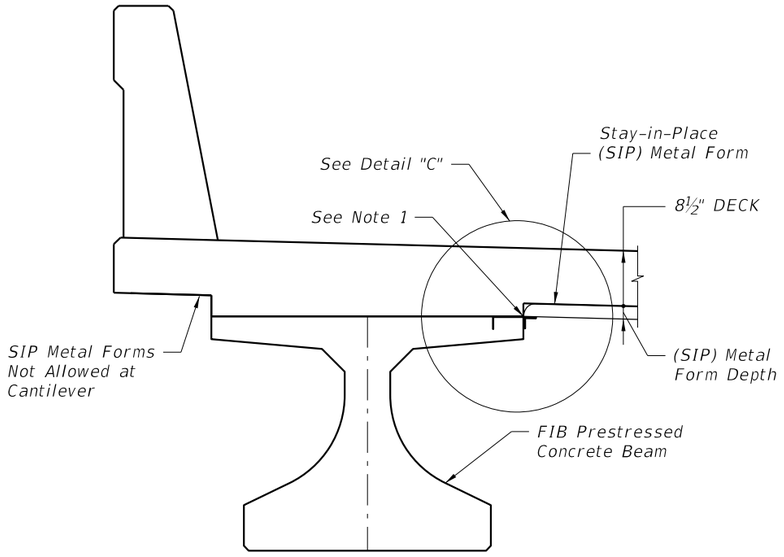
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SUPERSTRUCTURE DETAILS (1 OF 2)

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-23

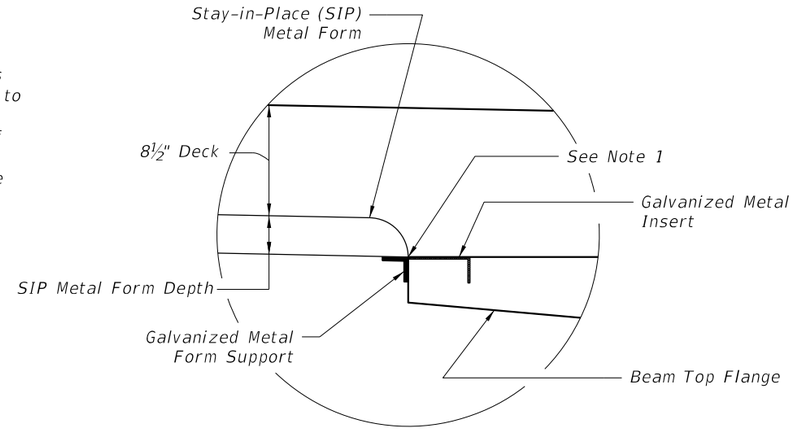


PARTIAL SECTION THRU SUPERSTRUCTURE

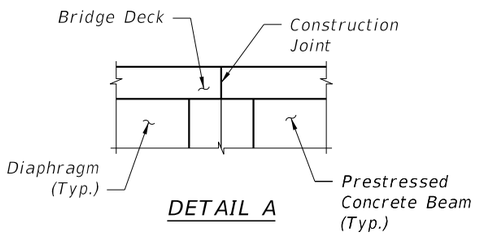
(FIB 36 Shown, FIB 54 Similar)

STAY-IN-PLACE METAL FORM NOTES

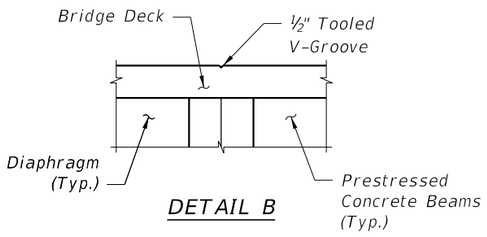
1. See Specifications Section 400 for installation requirements for sip forms and support components. Electrical grounding to reinforcing steel is prohibited.
2. All embedded items and accessories required for the use of stay-in-place forms shall be clearly shown in the shop drawing submittal. Shop drawing submittal shall also include details showing means of support of free end of deck.



DETAIL "C"



DETAIL A



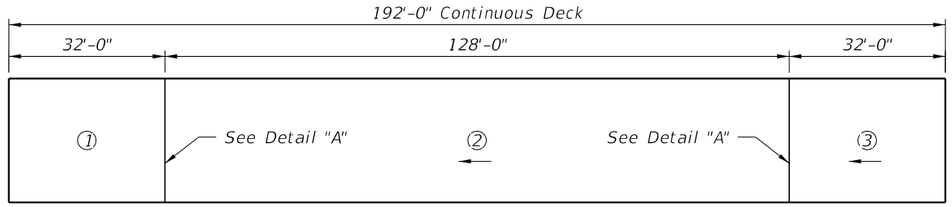
DETAIL B

LEGEND:

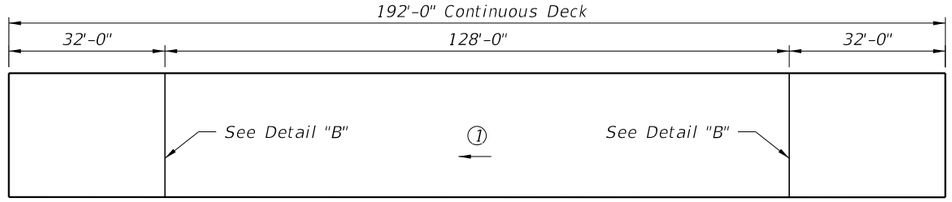
Ⓝ = Pour Number
⟵ = Direction of Pour

PLACING DECK SLAB CONCRETE:

1. At the contractors option, either Deck Casting Sequence may be used.
2. A minimum of 72 hours is required between adjacent pours in a given continuous deck unit.
3. Fill Tooled V-Groove with Type D sealant per Specification Section 932. Groove shall be clean and free of grease and debris before filling



MULTIPLE POUR CASTING SEQUENCE DIAGRAM



SINGLE POUR CASTING SEQUENCE DIAGRAM

BRIDGE NO. 714054

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: SUPERSTRUCTURE DETAILS (2 OF 2)
REF. DWG. NO.
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO. B1-24

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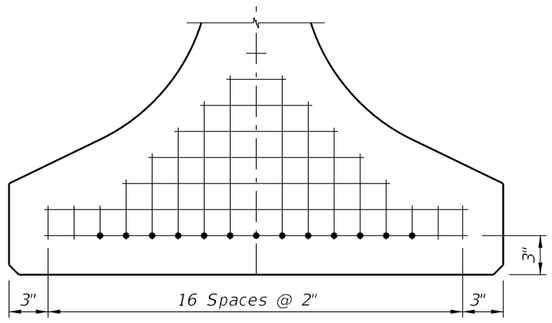
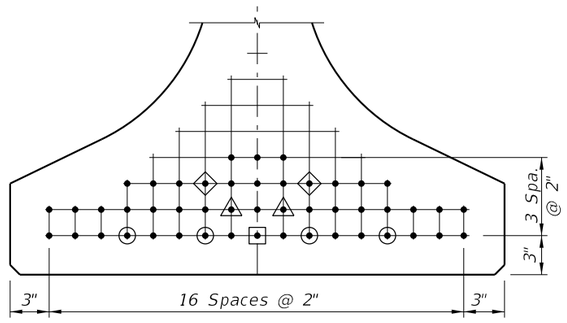
FLORIDA-I BEAM - TABLE OF BEAM VARIABLES

Table Date 01-01-16

LOCATION		BEAM TYPE	CONCRETE PROPERTIES		STND. PTRN. TYPE	END ELEV. COND.	PLAN VIEW CASE		BRG. PLATE MARK ***		END OF BEAM & BEARING DIMENSIONS **						BEAM DIMENSIONS *		REINFORCING STEEL																	
SPAN NO.	BEAM NO.		CLASS	STRENGTHS (psi)							ANGLE Ø		DIM P	DIM J	DIM K1	DIM K2			3C1	3C2	3D1		3D2		3D3	4M1	4M2	4M3	5K	NO. OF SPACES BARS 5K				SP. BARS 5K *
				28 Day	Release			END 1	END 2	END 1	END 2	END 1	END 2					DIM L	DIM R	C	C	A	B	A	B	NO.	D	D	NO.	NO.	S1	S2	S3	S4	V1
1	1-9	36	VI	8,500	6,000	1	1	1	1	N/A	N/A	90°	90°	0"	9"	1'-0"	$10\frac{1}{2}$"	$31'-7\frac{3}{4}$"	$1\frac{1}{4}$"	$1'-5\frac{1}{2}$"	$1'-5\frac{1}{2}$"	$8\frac{1}{2}$"	1'-3"	$8\frac{1}{2}$"	1'-3"	30	3'-8"	3'-8"	22	64	7	4	3	1	6"
2	1-9	54	VI	8,500	6,000	2	2	1	1	N/A	N/A	90°	90°	0"	9"	$10\frac{1}{2}$"	1'-0"	$127'-10\frac{1}{2}$"	$1\frac{1}{2}$"	$1'-5\frac{1}{2}$"	$1'-5\frac{1}{2}$"	$8\frac{1}{2}$"	1'-3"	$8\frac{1}{2}$"	1'-3"	154	3'-8"	3'-8"	116	192	30	20	14	9	6"
3	1-9	36	VI	8,500	6,000	1	1	1	1	N/A	N/A	90°	90°	0"	9"	$10\frac{1}{2}$"	1'-0"	$31'-7\frac{3}{4}$"	$1\frac{1}{4}$"	$1'-5\frac{1}{2}$"	$1'-5\frac{1}{2}$"	$8\frac{1}{2}$"	1'-3"	$8\frac{1}{2}$"	1'-3"	30	3'-8"	3'-8"	22	64	7	4	3	1	6"



TYPE (1) 13 STRANDS



TYPE (2) 48 STRANDS

STRAND DESCRIPTION: Use 0.6" Diameter, Grade 270 Low-Relaxation Carbon Steel Strands stressed at 43.94 kips each. Area per strand equals 0.216 sq. in.

STRAND PATTERNS

STRAND DEBONDING LEGEND

- ● – fully bonded strands.
- ⊙ – strands debonded 28'-0" from end of beam.
- ▣ – strands debonded 30'-0" from end of beam.
- ◬ – strands debonded 32'-0" from end of beam.
- ◈ – strands debonded 34'-0" from end of beam.

NOTE: On beams with skewed ends, the debonded length shall be measured along the shielded strand.

NOTE: Work this sheet with Standard Plans Index 450-010 and the applicable "Florida-I Beam Standard Details" Index.

DIMENSION NOTES

* All longitudinal beam dimensions shown on this sheet with a single asterisk (*) are measured along the centerline of beam. Dimension "R" is calculated at mid-height of the beam.

** End beam bearing dimensions "J" and "K" are measured perpendicular to ℄ Bearing along the bottom of the beam.

BEARING PLATES

*** See the Bearing Plate Data Table for details.

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: TABLE OF BEAM VARIABLES (1 OF 2)

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-25

NOTES:
1. Work this sheet with Standard Plans Index 450-199.
2. All dimensions shown in this Table are in inches.

BUILD-UP & DEFLECTION DATA TABLE FOR PRESTRESSED I-BEAMS

Table Date 07/01/17

LOCATION		REQUIRED THEORETICAL BUILD-UP OVER ℄ BEAM			NET BEAM CAMBER (PRESTRESS - DEAD LOAD OF BEAM) @ RELEASE	NET BEAM CAMBER (PRESTRESS - DEAD LOAD OF BEAM) @ 120 DAYS	DEAD LOAD DEFLECTION DURING DECK POUR @ 120 DAYS DIM A	BUILD-UP CASE NO.
SPAN NO.	BEAM NO.	AT BEGIN SPAN DIM B	AT ℄ SPAN DIM C	AT END SPAN DIM D				
1	1	1.15	1.12	1.15	0.14	0.28	0.02	3
1	9	1.15	1.12	1.15	0.14	0.28	0.02	3
1	2-8	1.15	1.12	1.15	0.14	0.28	0.03	3
2	1	1.12	3.67	1.12	1.67	3.91	2.79	4
2	9	1.12	3.67	1.12	1.67	3.91	2.79	4
2	2-8	1.12	3.88	1.12	1.67	3.91	3.00	4
3	1	1.15	1.12	1.15	0.14	0.28	0.02	3
3	9	1.15	1.12	1.15	0.14	0.28	0.02	3
3	2-8	1.15	1.12	1.15	0.14	0.28	0.03	3

POURED EXPANSION JOINT DATA TABLE INDEX 458-110

Table Date 1-01-09

LOCATION	DIM. "A" @ 70°F	TOTAL DESIGN MOVEMENT	DIM. "A" ADJUSTMENT PER 10°F
End Bent 1	2"	5/8"	1/16"
End Bent 4	2"	5/8"	1/16"

NOTE:
Dim. "A" adjustment per 10°F shown is measured perpendicular to ℄ Expansion Joint. Work this table with Standard Plans Index 458-110.

BEARING PAD DATA TABLE

Table Date 7-01-13

SPAN NO(s).	BEAM NO(s).	PAD TYPE	BEAM TYPE	BEAM END *
1	1 Thru 9	F	FIB 36	1 & 2
2	1 Thru 9	F	FIB 54	1 & 2
3	2 Thru 9	F	FIB 36	1 & 2

NOTE [Notes Date 07-01-14]:
Work this table with Index 400-510 for Pad Types AA, AB, D, E, F, G, H, J & K, and/or any project specific bearing pads.
* END 1 = Begin Bridge end of beam (Back station).
END 2 = End Bridge end of beam (Ahead station).

BEARING PLATE DATA TABLE - TYPE 1

Table Date 7-01-13

GENERAL BEARING PLATE DATA								EMBEDDED PLATE DIMENSIONS (PLATE A) (inches)		BEVELED PLATE REQUIRED (Yes/No)	BEVELED PLATE DIMENSIONS (PLATE B) (inches)							
BRG. PLATE MARK ***	SPAN NO(s).	BEAM NO(s).	PAD TYPE	BEAM END	PLAN VIEW CASE	SLOPE (%) **	ANGLE Ø *	G	F		C	D	E	F	W	X	Y	Z
1-1	1	1-9	F	1 & 2	1	< 2.0	90	13½	36	NO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2-1	2	1-9	F	1 & 2	1	< 2.0	90	13½	36	NO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3-1	3	1-9	F	1 & 2	1	< 2.0	90	13½	36	NO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

NOTES:
See Standard Plans Index 450-511 for additional notes and details.
* Ø = Acute angle (≤ 90°) measured from left or right side of ℄ Beam as required.
** Slope measured along ℄ of Beam at ℄ of Bearing.
*** See "TABLE OF BEAM VARIABLES" and Standard Plans Index 450-010 for Florida-I Beams or Index 450-120 for AASHTO Type II Beams.

BRIDGE NO. 714054

REVISIONS

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DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
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JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: TABLE OF BEAM VARIABLES (2 OF 2)
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: B1-26

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PRESTRESSED BEAM STABILITY AND TEMPORARY BRACING NOTES:

1. Ensure beam stability and design temporary beam bracing, including connections, in accordance with the Specifications and the FDOT Structures Manual.
2. Construction:
   a. Evaluate the beam stability and bracing requirements against the design assumptions including:
      i. Loadings given in the plans.
      ii. Beam Camber (less than 6 inches) and Beam Sweep (in compliance with Specification 450 requirements).
      iii. Bearings given in the plans.
   b. Securely connect bracing to each beam. Do not allow the bracing to exert any vertical force on the outer edge of the top flange. Preform all bolt holes in beams and fill after use in accordance with the Specifications.

TABLE OF PRESTRESSED I-BEAM TEMPORARY BRACING MINIMUM REQUIREMENTS AND LOADS

Table Date 8-05-15

SPAN NO.	BEAM NO.	STAGE 1	STAGE 2			STAGE 3	
		BRACE ENDS PRIOR TO CRANE RELEASE?[1] (YES/NO)	TOTAL LINES OF BRACING[2,3,7]	MINIMUM NUMBER OF ADJACENT BEAMS ERECTED	HORIZONTAL LOAD AT EACH BRACE[4] (KIP)	TOTAL LINES OF BRACING[3,5,7]	OVERTURNING MOMENT AT EACH BRACE[6] (KIP-FT)
1	1-9	Yes	2	5	2.64	2	22.82
2	1-9	Yes	2	5	18.51	2	34.89
3	1-9	Yes	2	5	2.64	2	22.82

1. Anchor Bracing loads to be determined by the Contractor.
2. Total lines of Stage 2 bracing, including end bracing, are required to be installed within 24 hours after initial beam placement.
3. Equally space bracing along the length of the beams allowing for variations due connection conflicts and skew.
4. LRFD Strength III loads applied to beam at brace point (see SDG 11.6).
5. Total lines of Stage 3 bracing, including end bracing, are required to be installed prior to deck placement.
6. LRFD Strength I overturning moment applied to beam at brace point (see SDG 11.6).
7. Submit shop drawings for temporary bracing plan including locations of preformed beam holes/inserts.

BRIDGE NO. 714054

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STATE OF FLORIDA
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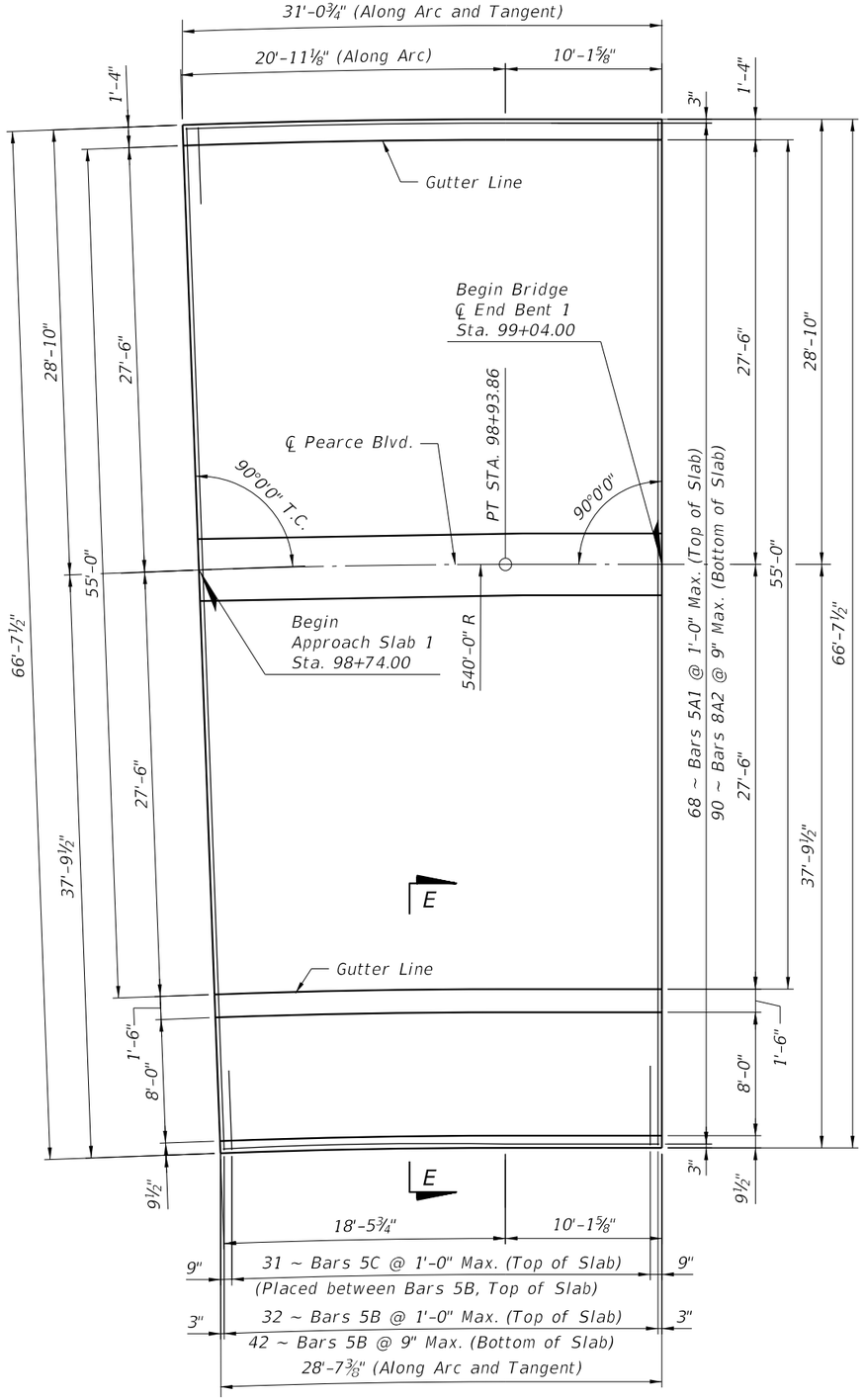
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: PRESTRESSED BEAM TEMPORARY BRACING DATA TABLES

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

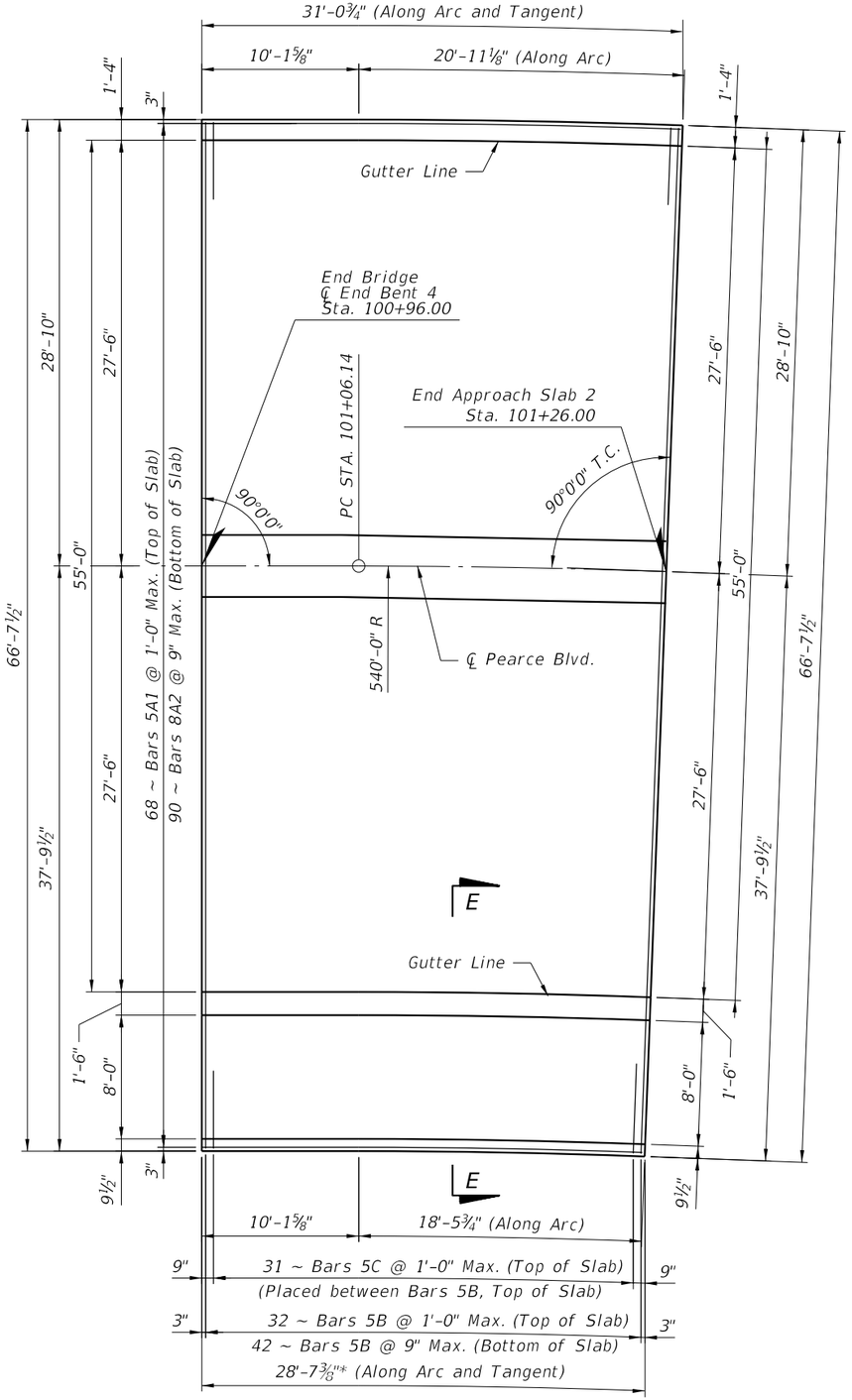
SHEET NO.: B1-27



APPROACH SLAB NO. 1

Direction of Stationing

NOTE: For Approach Slab Table of Dimensions See APPROACH SLAB DETAIL.



APPROACH SLAB NO. 2

BRIDGE NO. 714054

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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: APPROACH SLABS

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-28

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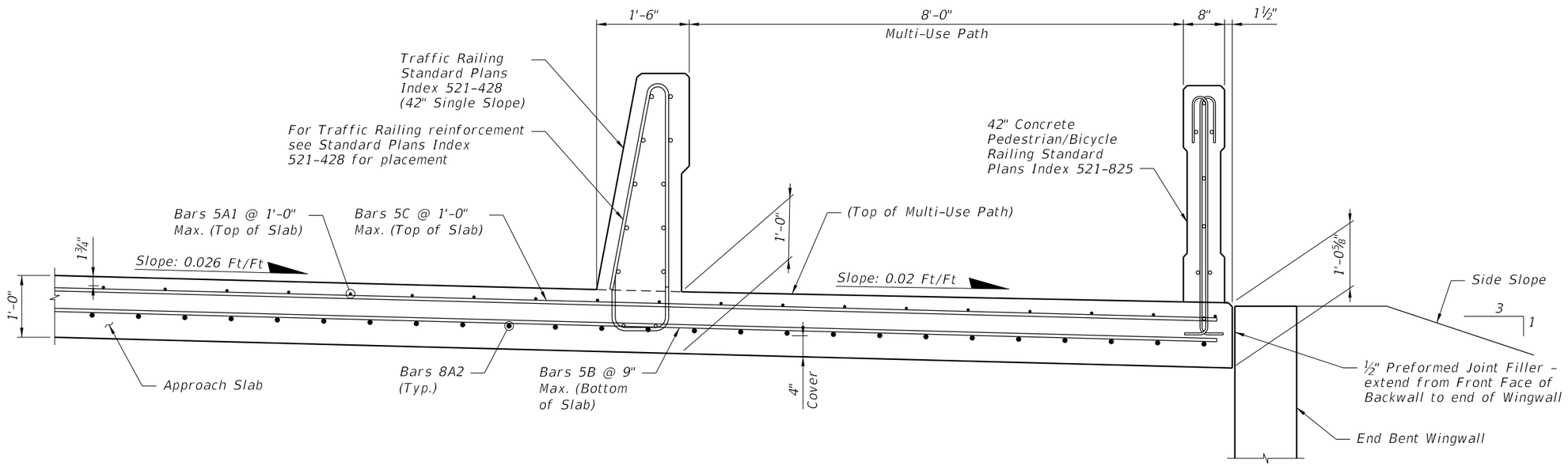

SECTION E-E

APPROACH SLAB TABLE OF DIMENSIONS						Table Date 11-01-16
LOCATION	DIMENSIONS					ANGLE Ø
	L1	L2	M1	M2	N	
Approach Sab No. 1	31'-0⅛"	28'-7⅝"	1'-4"	9½"	64'-6"	0°
Approach Slab No. 2	31'-0⅛"	28'-7⅝"	1'-4"	9½"	64'-6"	0°

Dimension Notes:
Dimensions L1 & L2 are measured along gutter line, inside face of parapet or inside face of railing on raised sidewalks.
Dimensions L1 & L2 are arc dimensions within curved alignments.

Work this Data Table with Standard Plans Index 400-090.

BRIDGE NO. 714054

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REVISIONS

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DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
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DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: APPROACH SLAB DETAIL

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-29

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MARK		LENGTH	NO	TYP	STY		B	C	D	E	F	H	J	K	N	Ø
SIZE	DES	FT IN	BARS	BAR	A	G	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	NO	ANG
LOCATION END BENT 1											NO. REQUIRED = 1					
8	A1	72- 2	60	41			32- 5	39- 9					4- 0		1	
8	A2	71- 2	2	41			35- 8	35- 6					3- 0		1	
6	A3	6-10	32	11			4-10	1- 0	1- 0							
5	B1	4- 5	134	1			4- 5									
5	B2	68- 3	8	2			2- 0	66- 2 ½							1	
6	D1	3-10	17	23			1- 6	0- 3	1- 6							
4	P1	6- 8	45	11			3- 6	1- 7	1- 7							
4	P2	5- 2	63	11			2- 0	1- 7	1- 7							
5	S1	10-10	54	4			2- 5	3- 0								
5	S2	6- 8	54	4			2- 5	0-11								
5	S3	8- 6	18	5			2- 5	3- 0	0- 4	0- 4						
5	V1	3-11	12	1			3-11									
5	W1	5- 6	10	1			5- 6									
LOCATION END BENT 4											NO. REQUIRED = 1					
8	A1	72- 2	60	41			32- 5	39- 9					4- 0		1	
8	A2	71- 2	2	41			35- 8	35- 6					3- 0		1	
6	A3	6-10	32	11			4-10	1- 0	1- 0							
5	B1	4- 5	134	1			4- 5									
5	B2	66- 3	8	2			2- 0	66- 2 ½								
6	D1	3-10	17	23			1- 6	0- 3	1- 6							
4	P1	6- 8	45	11			3- 6	1- 7	1- 7							
4	P2	5- 2	63	11			2- 0	1- 7	1- 7							
5	S1	10-10	54	4			2- 5	3- 0								
5	S2	6- 8	54	4			2- 5	0-11								
5	S3	8- 6	18	5			2- 5	3- 0	0- 4	0- 4						
5	V1	3-11	12	1			3-11									
5	W1	5- 6	10	1			5- 6									
LOCATION INTERMEDIATE BENT 2 & 3											NO. REQUIRED = 2					
8	A1	69- 8	7	41			31- 0	38- 8					3- 6		1	
8	A2	69- 8	2	41			27- 3	42- 5					3- 6		1	
6	A3	6-11	24	11			4-11	1- 0	1- 0							
5	B1	6- 6	66	11			1- 4	2- 7	2- 7							
4	C1	67- 9	4	2			1- 9	66- 0							1	
5	E1	7- 2	3	11			4- 2	1- 6	1- 6							
5	E2	5- 4	3	11			2- 4	1- 6	1- 6							
5	E3	6-10	2	11			3-10	1- 6	1- 6							
5	E4	4- 2	2	11			1- 2	1- 6	1- 6							
4	P1	6- 8	27	11			3- 6	1- 7	1- 7							
4	P2	4- 6	63	11			1- 4	1- 7	1- 7							
4	P3	6- 8	45	11			3- 6	1- 7	1- 7							
4	P4	5- 8	63	11			2- 6	1- 7	1- 7							
5	S1	14- 8	54	4	4	4	2- 6	4- 4								
5	S2	11- 8	54	4	4	4	2- 6	2-10								
5	S3	11- 0	18	5			2- 6	4- 4	0-10	0-10						
5	V1	7- 5	6	10			5-11	1- 6								
5	V2	4- 7	6	1			4- 7									
5	V3	5- 0	12	1			5- 0									
5	W1	7- 2	3	11			4- 2	1- 6	1- 6							
5	W2	4-11	12	0		1	4- 4									
5	W2	4-11	12	0		1	4- 4									

BRIDGE NO. 714054

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: REINFORCING BAR LIST (1 OF 2)

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-30

MARK		LENGTH	NO	TYP	STY		B	C	D	E	F	H	J	K	N	Ø
SIZE	DES	FT IN	BARS	BAR	A	G	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	FT IN FR	NO	ANG
LOCATION SUPERSTRUCTURE											NO. REQUIRED = 1					
5	A1	68- 4	193	41			30- 4	38- 0					2- 0		1	
5	A2	68- 4	193	41			26- 7	41- 9					2- 0		1	
5	B1	199- 4	68	41			8- 0	60- 0	11- 4	60- 0	60- 0		2- 0		4	
5	B2	199- 4	68	41			40- 0	60- 0	19- 4	60- 0	20- 0		2- 0		4	
5	B3	35- 0	134	1			35- 0									
5	C1	16- 8	384	1			16- 8									
5	C2	14- 8	384	1			14- 8									
5	E1	6- 4	24	13			1- 9 3/4	2- 3	2- 3						45	45
4	S1	3- 2	32	1			3- 2									
4	S2	6- 6	32	1			6- 6									
6	S3	4-11	32	1			4-11									
4	S4	62-10	4	2			2- 0	60-10							1	
4	S5	62- 4	4	2			2- 0	60- 3 1/2							1	
6	S6	63- 6	4	2			2- 0	61- 5 1/2							1	
4	S11	3- 2	16	1			3- 2									
4	S12	6- 7	16	1			6- 7									
6	S13	6- 7	16	1			6- 7									
6	S14	62-10	2	2			2- 0	60-10							1	
6	S15	62- 3	2	2			2- 0	60- 3							1	
6	S16	62- 3	2	2			2- 0	60- 3							1	
4	T1	4- 1	64	7			1- 6 1/2	0- 4	0- 4	0- 4						
4	T2	6- 6	128	7			2- 9	0- 4	0- 4	0- 4						
4	T11	4- 4	64	7			1- 8	0- 4	0- 4	0- 4						
4	T12	6- 6	128	7			2- 9	0- 4	0- 4	0- 4						
4	V1	3- 3	72	10			2- 9	0- 6								
4	V11	3- 3	72	10			2- 9	0- 6								
LOCATION APPROACH SLAB 1 & 2											NO. REQUIRED = 2					
5	A1	VARY	68	36			10- 0	502- 5								2
		28- 9	0	36			10- 0	568- 7								2
8	A2	VARY	90	36			10- 0	502- 5								2
		28- 9	0	36			10- 0	568- 7								2
5	B	68- 3	74	2			2- 0	66- 3							1	
5	C	5- 0	31	1			5- 0									

END OF LIST

BRIDGE NO. 714054

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JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: REINFORCING BAR LIST (2 OF 2)

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-31

General Notes:
1. This table is based on the requirements established in the January 2021 "Structures Manual".

Table 2 Notes [Notes Date 07-01-15]:
1. Permit capacity is determined by using the permit vehicle in all lanes.
2. Service III Design Inventory tensile stress limits = $3\sqrt{f'c}$.
3. Has the AASHTO LRFD Specifications Article 5.8.3.5 longitudinal reinforcement been satisfied? ☑ Yes ☐ No

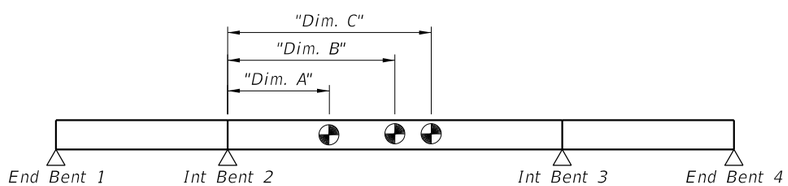
Load Rating Summary Details for Prestressed Concrete Bridges (Flat Slab and Deck/Girder)

Table Date 07-01-15

Table 2 - LRFR

Level	Limit State	Vehicle	Weight (tons)	Load Factors			Moment (Strength) or Stress (Service)					Shear (Strength)					Comments: Interior/exterior beam DF method if other than LRFD. Other appropriate comments
				LL	DC	DW	Distribution Factor (DF)	Rating Factor	Tons	Location	Dimension	Distribution Factor (DF)	Rating Factor	Tons	Location	Dimension	
Design Load Rating	Strength I (Inv)	HL-93	N/A	1.75	1.25	1.50	0.72	1.31	N/A	"B"	61.70	0.78	1.77	N/A	"A"	21.41	Exterior Beam - Moment Interior Beam - Shear
	Strength I (Op)	HL-93	N/A	1.35	1.25	1.50	0.72	1.69	N/A	"B"	61.70	0.78	2.29	N/A	"A"	21.41	Exterior Beam - Moment Interior Beam - Shear
	Service III (Inv)	HL-93	N/A	0.80	1.00	1.00	0.72	1.16	N/A	"C"	62.96	N/A	N/A	N/A	N/A	N/A	Exterior Beam - Moment Interior Beam - Shear
Permit Load Rating	Strength II	FL120	60.0	1.35	1.25	1.50	0.72	1.50	90.28	"B	61.70	0.78	1.92	115.44	"A"	21.41	Exterior Beam - Moment Interior Beam - Shear

Note:
Load Rating was preformed using FDOT LRFD Prestressed Beam v5.1



Abbreviations:

Inv - Inventory

Op - Operating

RATING LOCATIONS

BRIDGE NO. 714054

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: LOAD RATING SUMMARY SHEET

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: B1-32

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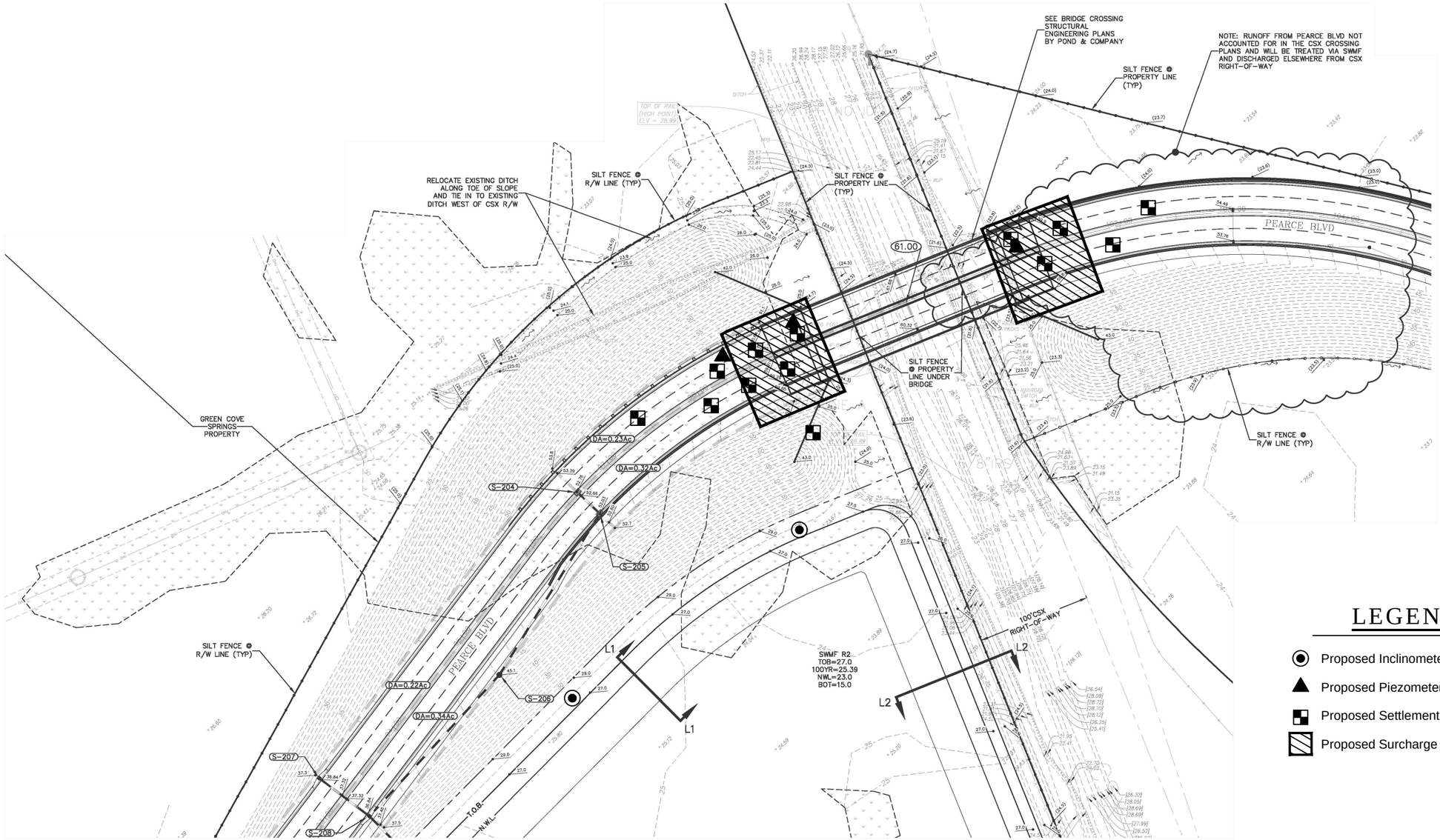
Graphical Scale

0' 100' 200'



LEGEND

- Proposed Inclinometer Location
- Proposed Piezometer Location
- Proposed Settlement Plate Location
- Proposed Surcharge Location

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ECS FLORIDA LLC
11554 DAVIS CREEK COURT
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION 26152
CHRISTOPHER M. EGAN P.E. 79645

PEARCE BLVD. BRIDGE

CLAY COUNTY, FLORIDA

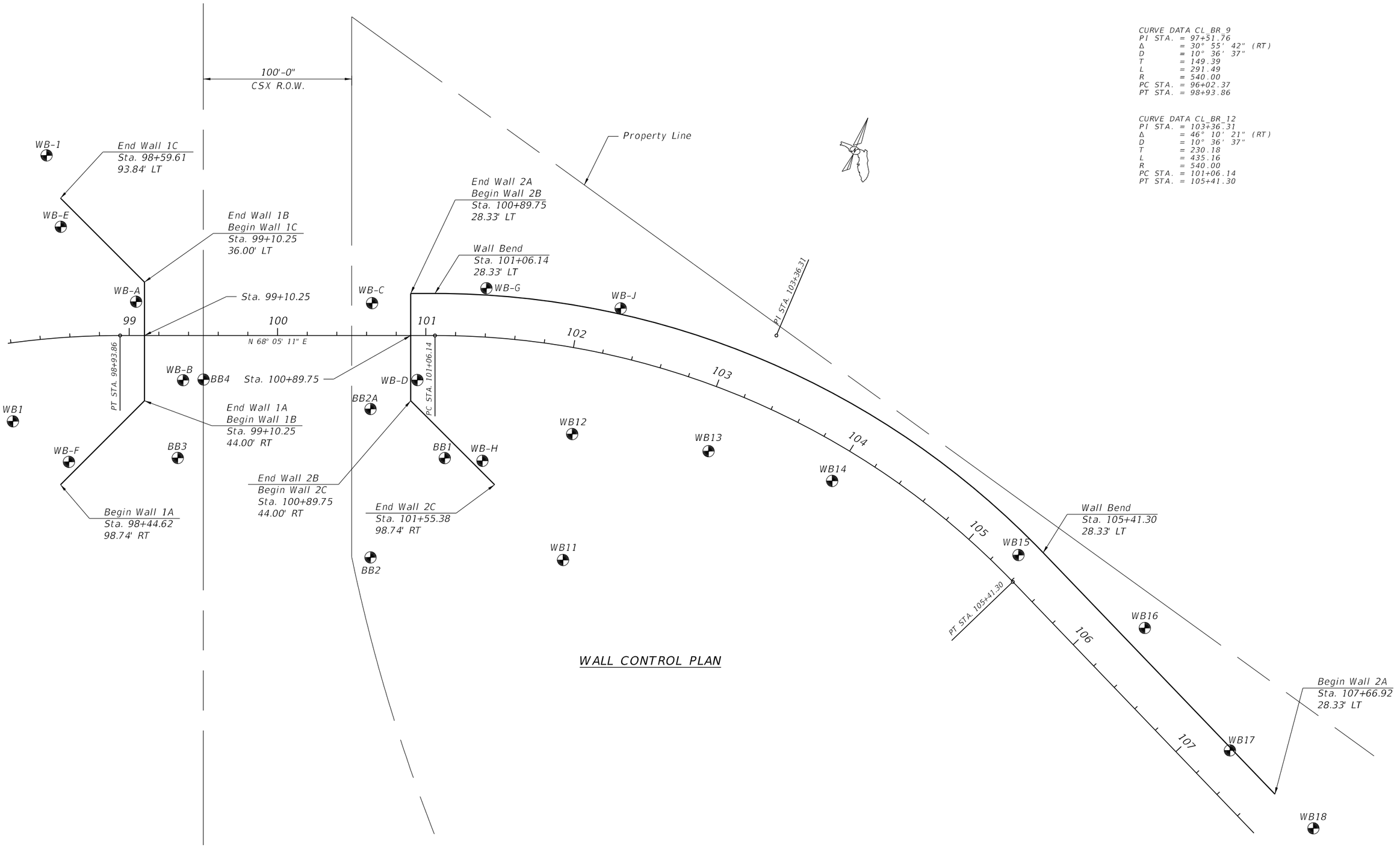
Field Instrumentation Location Plan

Sheet No. B1-33

JAS - 35-31217

Jeff Slansky

C:\Users\jslansky\Downloads\35-31217.dwg



CURVE DATA CL_BR_9
PI STA. = 97+51.76
Δ = 30° 55' 42" (RT)
D = 10° 36' 37"
T = 149.39
L = 291.49
R = 540.00
PC STA. = 96+02.37
PT STA. = 98+93.86

CURVE DATA CL_BR_12
PI STA. = 103+36.31
Δ = 46° 10' 21" (RT)
D = 10° 36' 37"
T = 230.18
L = 435.16
R = 540.00
PC STA. = 101+06.14
PT STA. = 105+41.30

WALL CONTROL PLAN

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: WALL CONTROL PLAN
REF. DWG. NO.
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO. BW-01

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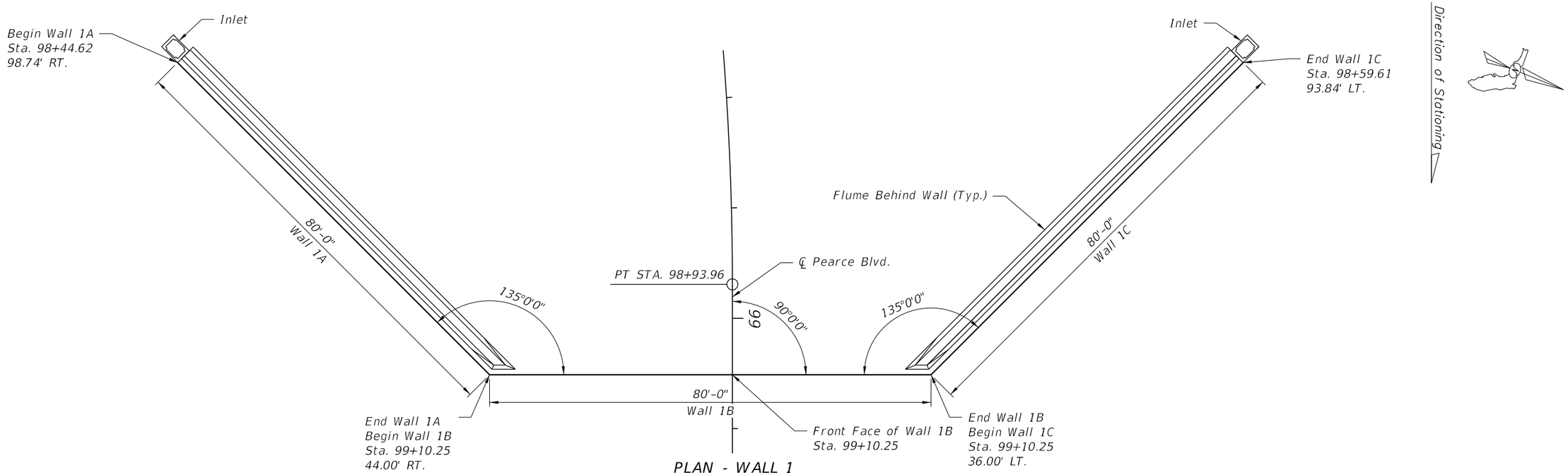
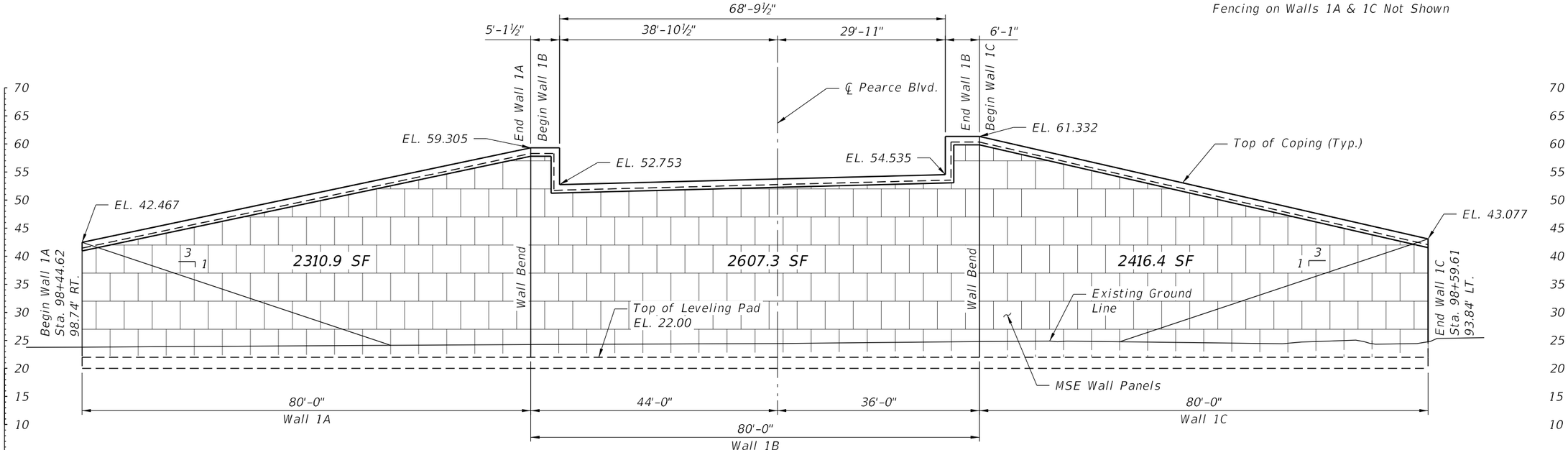


PLAN - WALL 1

(Bridge Structure Not Shown)

Note:
Fencing on Walls 1A & 1C Not Shown



DEVELOPED ELEVATION - WALL 1

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY:	J.F. 1-21
CHECKED BY:	R.K. 1-21
DESIGNED BY:	D.M. 1-21
CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: MSE WALL 1 PLAN & ELEVATION

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: BW-02

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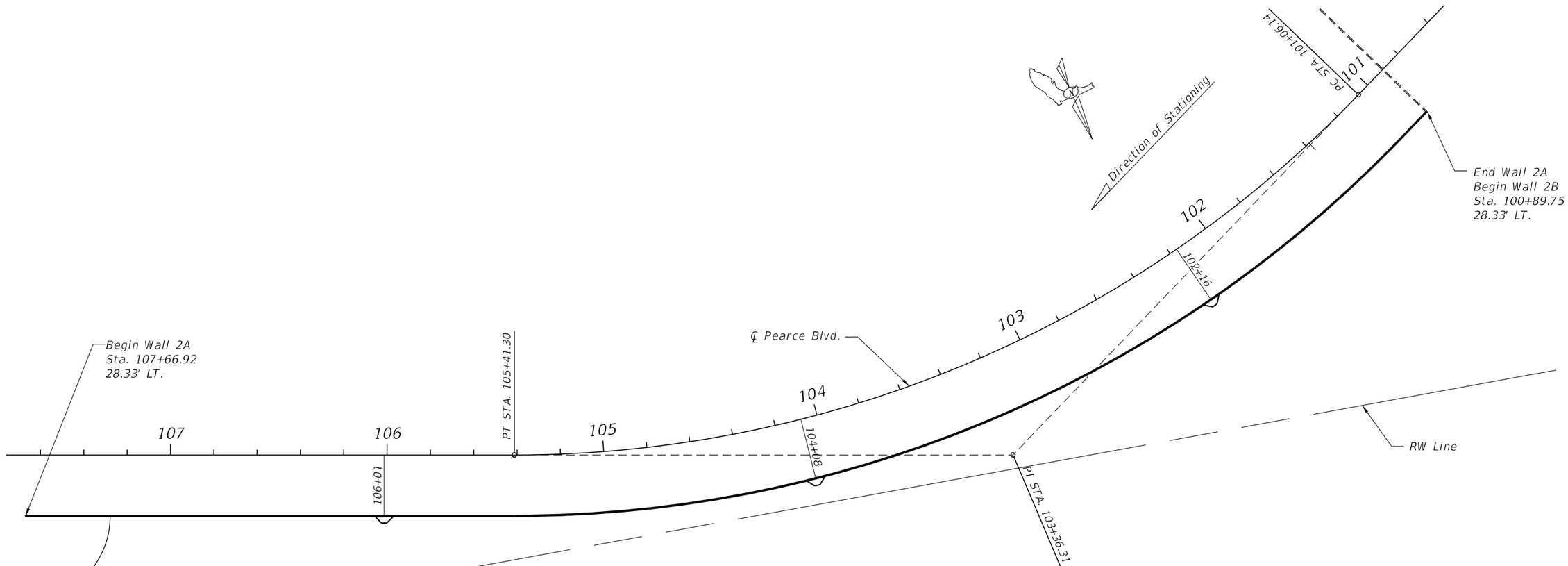
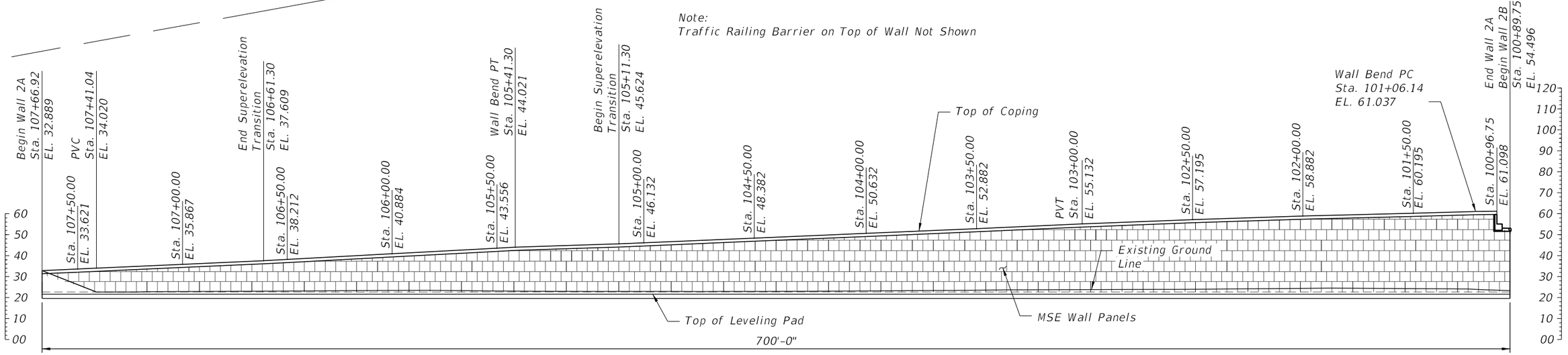


PLAN - WALL 2

Note:
Traffic Railing Barrier on Top of Wall Not Shown



DEVELOPED ELEVATION - WALL 2

BRIDGE NO. 714054

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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

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DESIGNED BY:	D.M. 1-21
CHECKED BY:	R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: MSE WALL 2A PLAN & ELEVATION

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: BW-03

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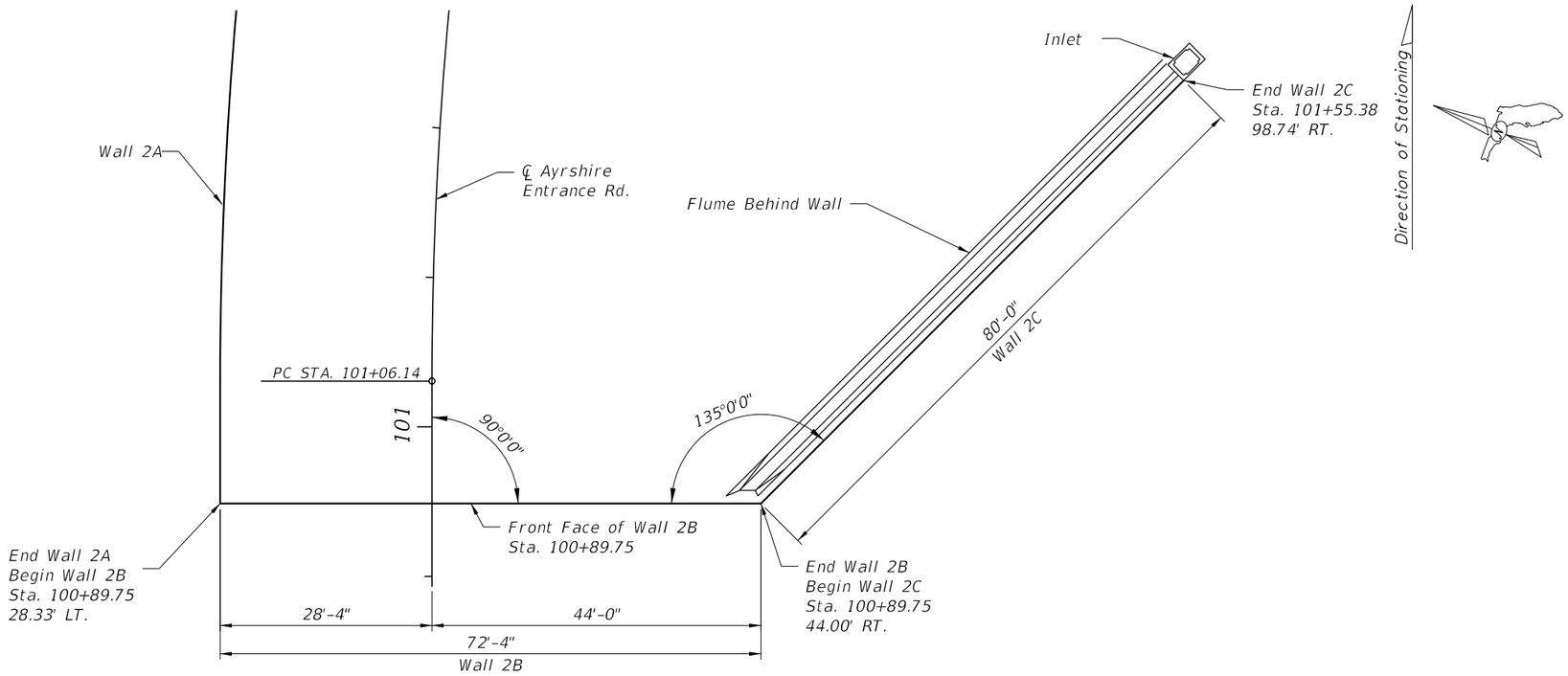
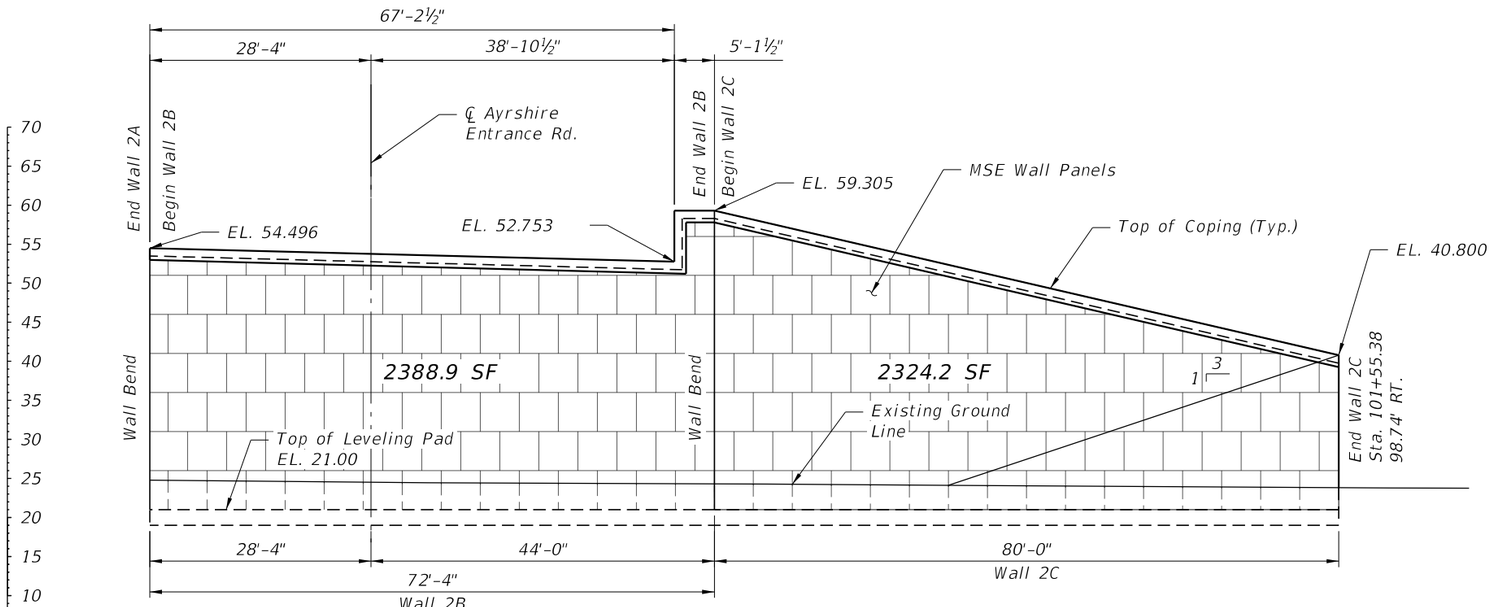
Note:
For Plan and Elevation of Wall 2A see
MSE WALL 2A PLAN & ELEVATION



PLAN - WALL 2

(Bridge Structure Not Shown)

Note:
Fencing on Wall 2C Not Shown



DEVELOPED ELEVATION - WALL 2

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
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DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: MSE WALL (2B & 2C) PLAN & ELEVATION

REF. DWG. NO.

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO. BW-04

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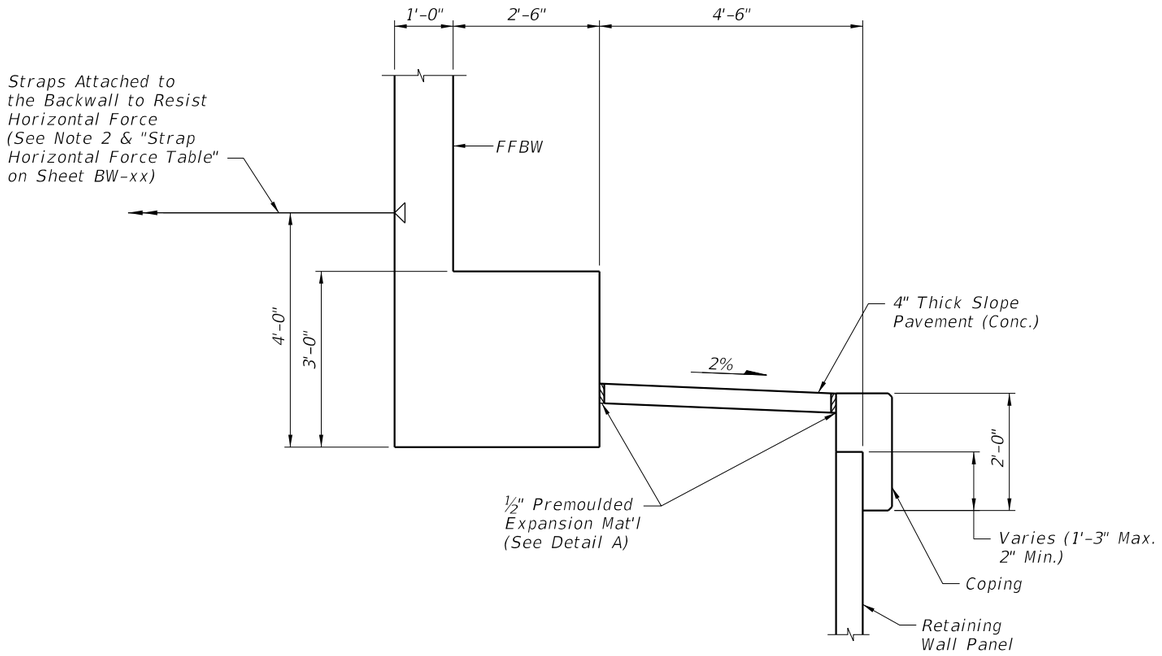
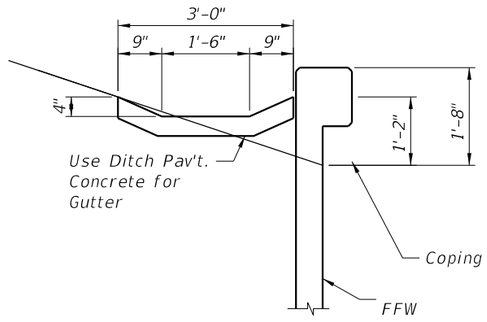
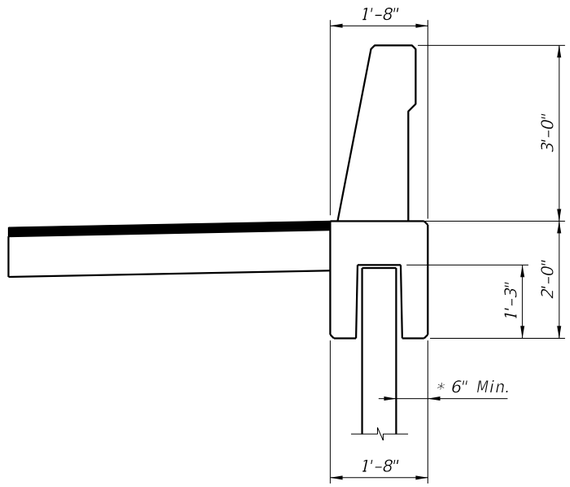


SECTION A-A

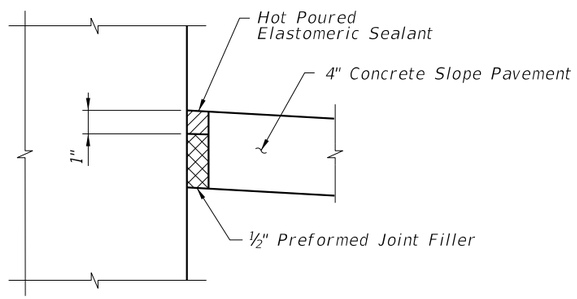




SECTION B-B

Typical Section Thru Precast Coping, C.I.P. Traffic Railing & Junction Box, See Index 6110

* Actual Width Varies Depending on Type of Retaining Wall Used



JOINT DETAIL

BRIDGE NO. 714054

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: GSW, FJ, ZH, TM
CHECKED BY: GJM, KJ, ZH, TM
DESIGNED BY: GJM, MB, ZH, TM
CHECKED BY: DTM, KJ, ZH, TM

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: MSE WALL DETAILS

REF. DWG. NO.:

PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD

SHEET NO.: BW-05

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PERMANENT MSE RETAINING WALL SYSTEM DATA TABLES

GEOTECHNICAL INFORMATION

Table Date 5-20-22

		Reinforced Soil & Random Backfill	Loose (N=4) Fine Sand	Firm (N=10) Fine Sand	Dense (N=15) Fine Sand	Hard (N=35) Fine Sand	Loose (N=5) Clayey Sand	Firm (N=10) Clayey Sand	Soft (WOH) Clay
Depth Below Existing Ground Line (ft.)	Wall No. 1	——	0	2, 67	22, 57	37, 77, 87	N/A	82	47
	Wall No. 2	——	12	0, 27	17	32, 57, 77, 87	72	47, 82	N/A
Effective Unit Weight (pcf)		110	38	48	53	63	43	53	38
Cohesion (psf)		0	0	0	0	0	0	0	100
Internal Friction Angle		30	28	30	31	37	26	28	0

NOTE:
If the unit weight and/or internal friction angle of the fill proposed by the Contractor differs from that shown above, the Project Engineer will contact both the District Geotechnical Engineer and the Wall Designer for a possible redesign.

RETAINING WALL VARIABLES

Table Date 7-01-13

Wall No.	Wall Settlement				Design High Water Elevation (ft.)
	Long Term Settlement (in.)	Short Term Settlement (in.)	Differential Settlement		
			Longitudinal (%) (ft./100ft.)	Transverse (in.)	
1	14.3	6.7	0.01	N/A	24
2	11.5	8.9	0.0004	N/A	24

NOTE:
Design walls for the settlements noted in the table.
Long term settlement is measured from the end of wall fill placement.
Transverse differential settlement is measured from the face of wall to the end of the soil reinforcement.

SOIL REINFORCEMENT

Location	Soil Reinforcement Load (kip/ft)	
	Factored	Unfactored
End Bent 1	3.75	2.17
End Bent 4	3.75	2.17

SOIL REINFORCEMENT LENGTHS FOR EXTERNAL STABILITY

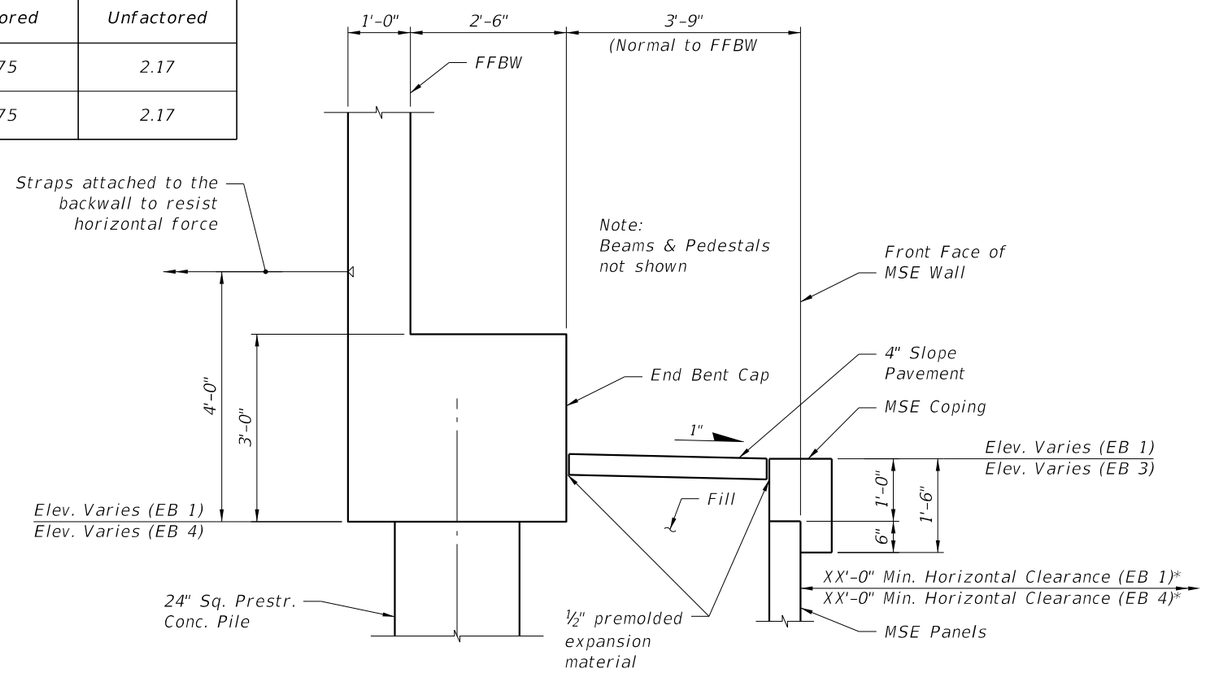
Table Date 1-01-11

Wall No. 1	Wall Height (ft.)	5	10	15	20	25	30	35	37	--	--
	Reinforcement Length (ft.)	7	14	20	27	34	40	46	47	--	--
	Factored Bearing Resistance (psf)	2860	4342	5554	7029	8503	9720	10937	11063	--	--
Wall No. 2	Wall Height (ft.)	5	10	15	20	25	30	35	37	--	--
	Reinforcement Length (ft.)	6	14	20	24	29	37	45	46	--	--
	Factored Bearing Resistance (psf)	2569	4342	5554	6240	7193	8941	10679	10871	--	--

NOTES:
1. The reinforcement strap lengths shown above are the minimum lengths required for external stability. The reinforcement lengths used in the construction of the retaining walls will be the longer of that required for external or internal stability (determined by proprietary wall companies).
2. The Factored Bearing Resistances shown above are the critical (lowest) values from all the load cases analyzed using LRFD methodology.

NOTES [Notes Date 09-01-19]:

1. Concrete facing panel surfaces treatment will be Smooth Class II Finish.
2. If required, the soil reinforcement and fasteners for the abutment back wall will be designed and furnished by the proprietary wall company. The soil reinforcement will be designed to resist a factored horizontal load of 3.75 kips/ft. of back wall width. The cost of soil reinforcement and fasteners (if required) will be included in the cost of the Retaining Wall System.
3. Applicable FDOT Wall Types for each wall location are listed below. See the Approved Products List for approved Wall Systems and Standard Plans Index 548-020 for allowable Wall Type substitutions.
   Wall No. 1 - FDOT Wall Type 2A
   Wall No. 2 - FDOT Wall Type 2A
4. Concrete for Coping and/or Junction Slab shall be Class II (f'c = 3400 psi) without highly reactive pozzolans.
5. See Standard Plans Index 548-020 for General Notes and Details.



SECTION AT END BENT

BRIDGE NO. 714054

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DUANE MERRELL, FL P.E.
P.E. LICENSE NUMBER 36843
POND & COMPANY
1200 RIVERPLACE BLVD. STE 600
JACKSONVILLE, FL 32207

DRAWN BY: J.F. 1-21
CHECKED BY: R.K. 1-21
DESIGNED BY: D.M. 1-21
CHECKED BY: R.K. 1-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
N/A	CLAY	N/A

SHEET TITLE: MSE WALL DATA TABLES
REF. DWG. NO.:
PROJECT NAME: PEARCE BLVD. BRIDGE OVER CSX RAILROAD
SHEET NO.: BW-06

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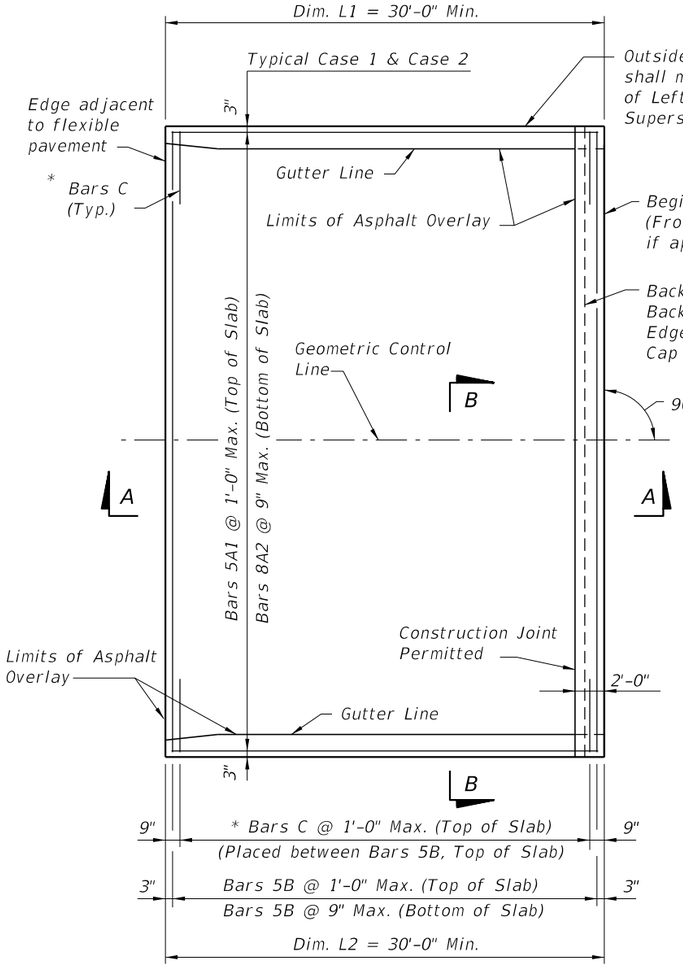
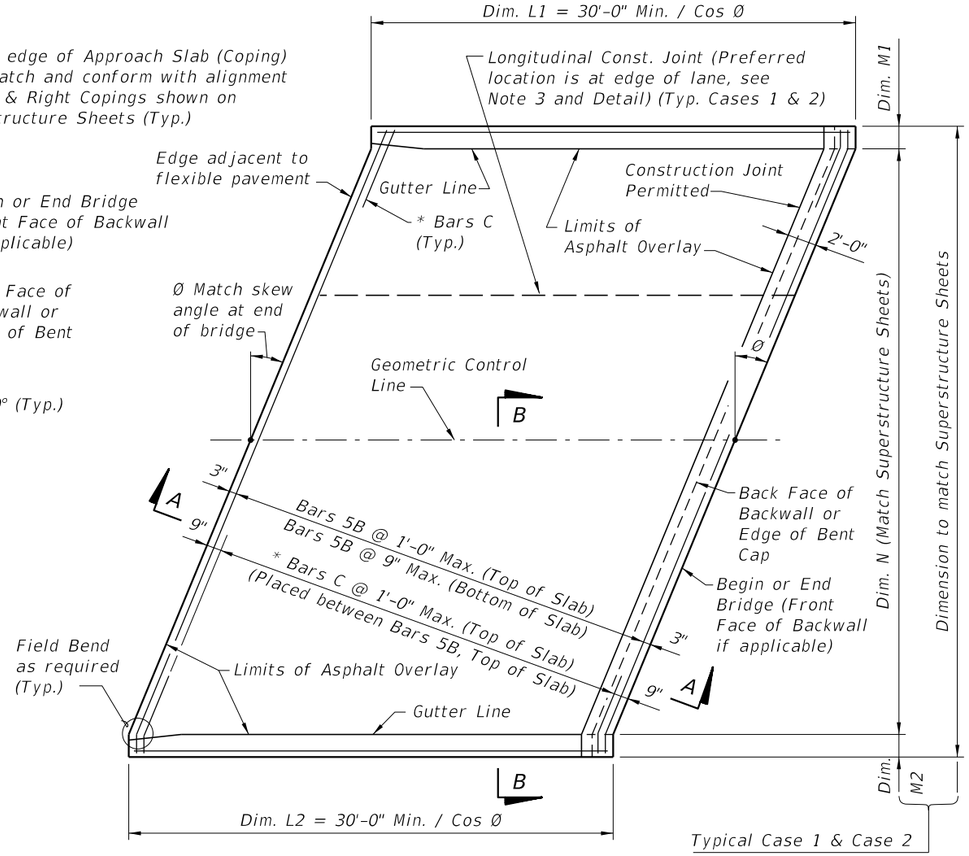
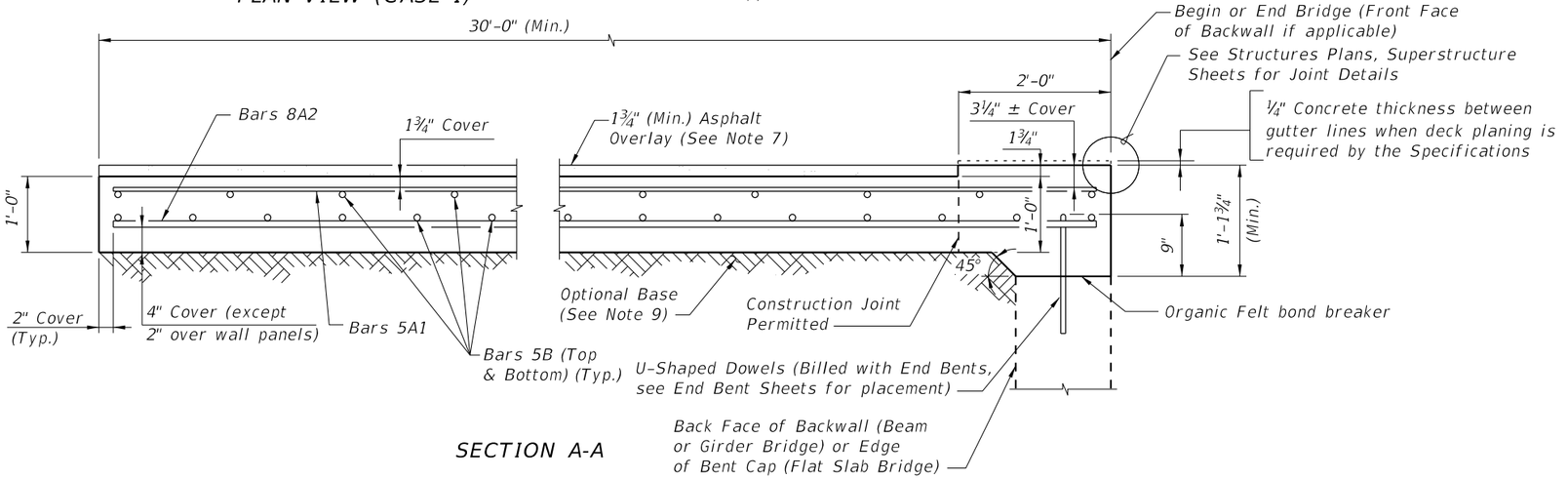


PLAN VIEW (CASE 1)



PLAN VIEW (CASE 2)

* NOTE: Bars C are required as shown when the 36" or 42" Single-Slope Traffic Railings, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.



SECTION A-A

GENERAL NOTES

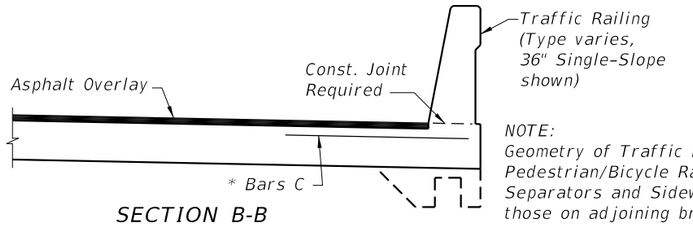
1. SURFACE TREATMENT: As an option to Class 4 Floor Finish (Bridge Floor Grooving) per Section 400 a hand tined or heavy broomed finish may be permitted on the concrete portion of the riding surface. Sidewalk areas shall receive a broomed finish. The top surface of the concrete beneath the asphalt overlay shall be raked.
2. CONDUIT: If required, see Structures Plans for Conduit Details.
3. When a longitudinal construction joint is necessary or allowed by the Engineer, the transverse steel shall be extended as shown in the Longitudinal Construction Joint Detail.
4. The plan view for CASE 1 applies when the skew angle (Ø) = 0°. Relevant details also apply to CASE 2.
5. The plan view for CASE 2 applies where the skew angle (Ø) is > 0°. The slab shown represents a skew to the right for an approach slab at begin bridge; approach slab at the end of bridge or a left skew shall be treated similarly.
6. Deformed WWR must meet the requirements of Specification Section 931.
7. Continue the asphalt pavement over the approach slab and match the friction course type used on the roadway.
8. Approach slabs shown in Plan View Cases 1 and 2 represent a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets and raised sidewalks as detailed in the Contract Plans.
9. PAYMENT: Deformed WWR for the edge of Approach Slabs on retaining walls is not included in the estimated quantity for reinforcing steel and is considered incidental to the work. See Roadway Plans for Asphalt Overlay and Optional Base details and quantities.

CROSS REFERENCES:

For Section B-B, Longitudinal Construction Joint Detail and Approach Slab Details see Sheet 2.

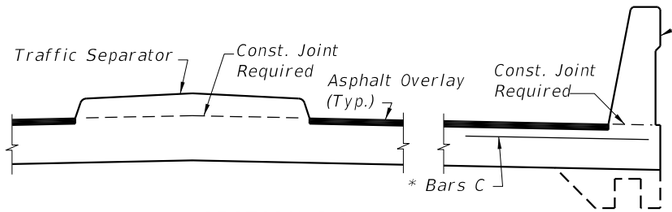
9/23/2021 8:03:58 AM

LAST REVISION	REVISION	DESCRIPTION:	FY 2022-23 STANDARD PLANS	APPROACH SLABS (30 FT.) (FLEXIBLE PAVEMENT APPROACHES)	INDEX	SHEET
11/01/17					400-090	1 of 2



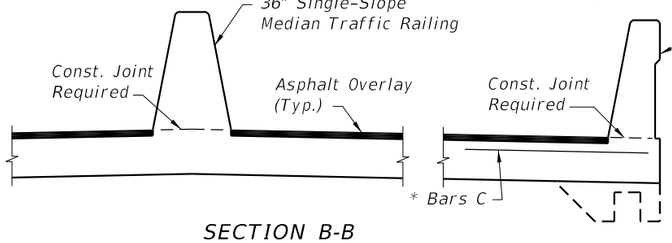
NOTE:
Geometry of Traffic Railings, Pedestrian/Bicycle Railings, Traffic Separators and Sidewalks to match those on adjoining bridge.

SECTION B-B
STANDARD APPROACH SLAB

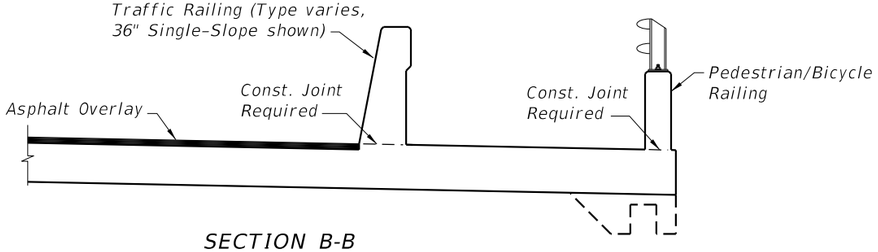


SECTION B-B
APPROACH SLAB WITH TRAFFIC SEPARATOR

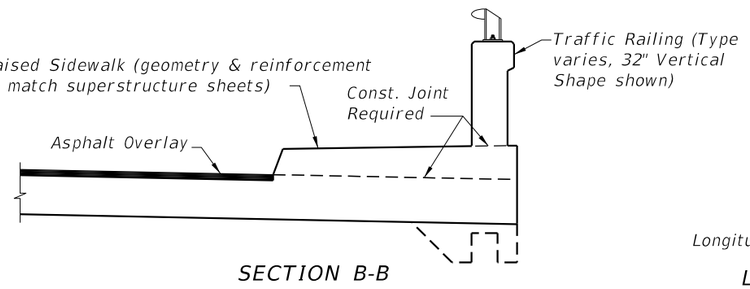
*NOTE: Bars C are required as shown when the 36" or 42" Single-Slope Traffic Railing, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.



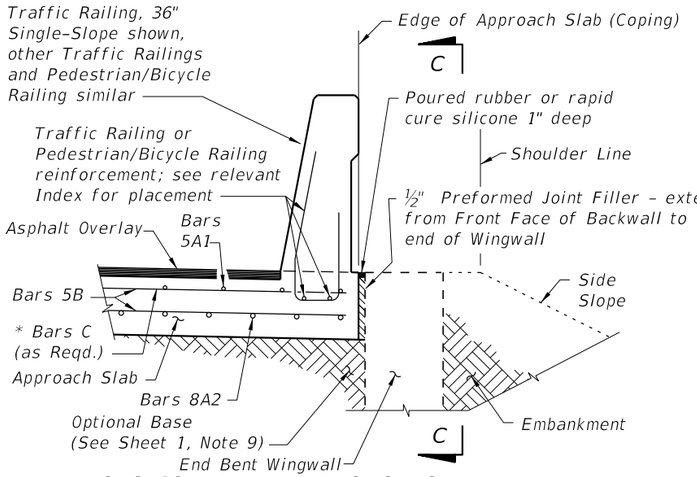
SECTION B-B
APPROACH SLAB WITH MEDIAN TRAFFIC RAILING



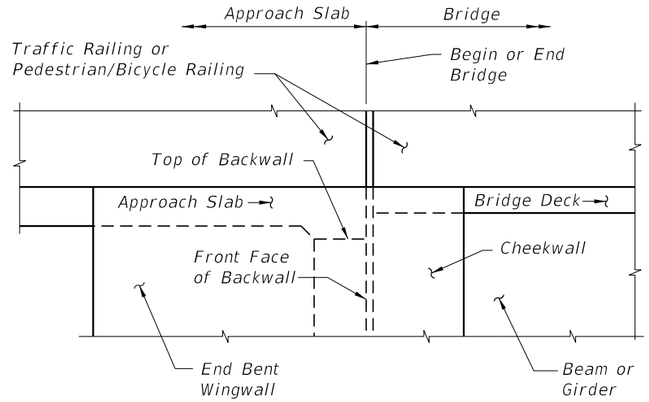
SECTION B-B
APPROACH SLAB WITH SIDEWALK



SECTION B-B
APPROACH SLAB WITH RAISED SIDEWALK

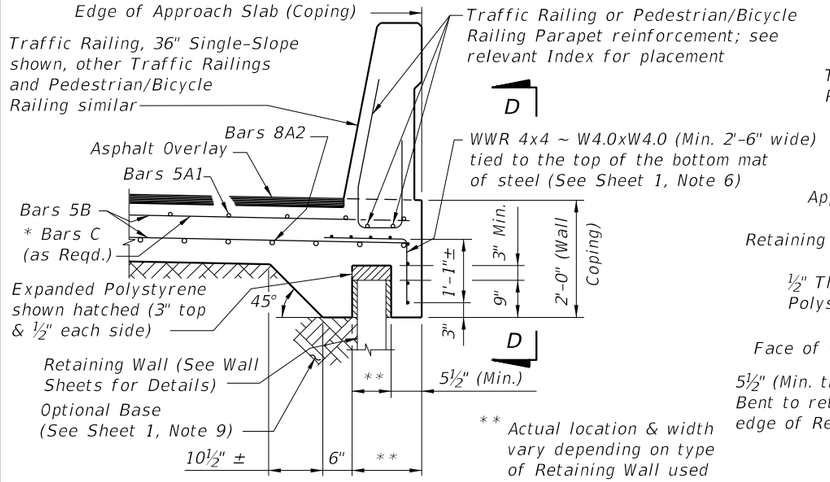


SECTION THRU APPROACH SLAB
AND END BENT WINGWALL

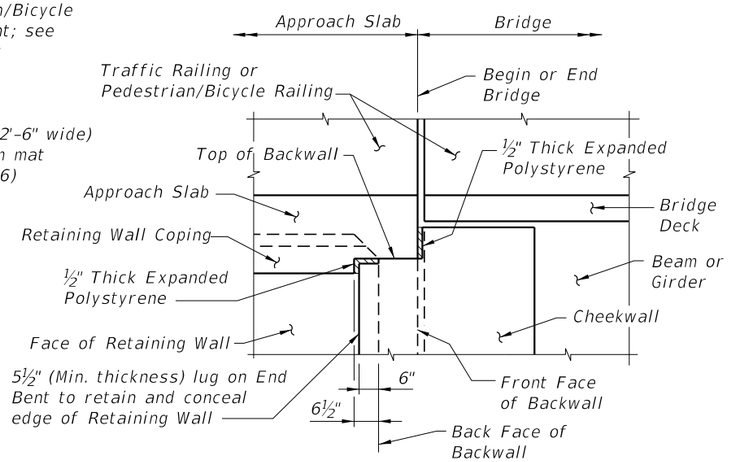


VIEW C-C AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH WINGWALL DETAILS

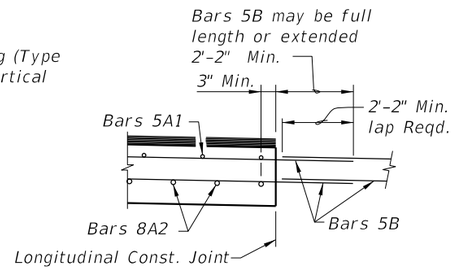


SECTION THRU APPROACH SLAB
AND RETAINING WALL

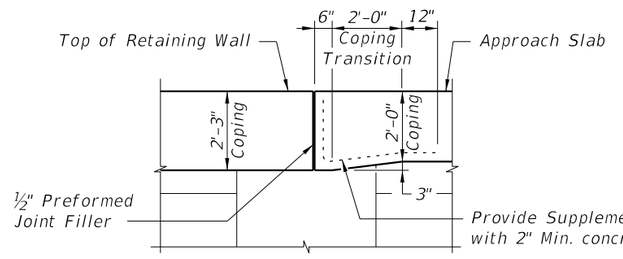


VIEW D-D AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH RETAINING WALL DETAILS



LONGITUDINAL CONSTRUCTION
JOINT DETAIL



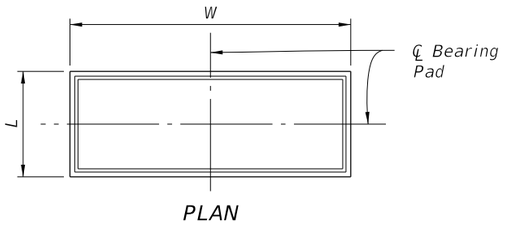
COPING TRANSITION DETAIL FOR
RETAINING WALLS WITH 2'-3" COPING HEIGHT
(Railing Not Shown For Clarity)

CROSS REFERENCES:

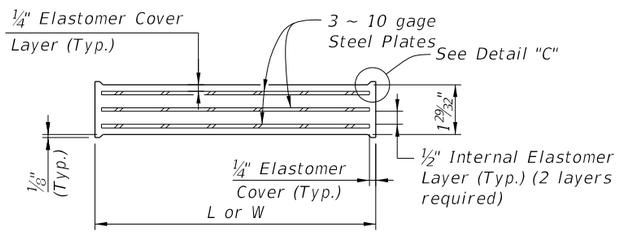
For location of Section B-B and Longitudinal Construction Joint see Sheet 1.

9/23/2021 8:03:59 AM

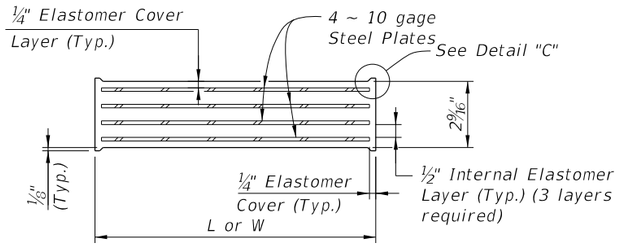
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	APPROACH SLABS (30 FT.) (FLEXIBLE PAVEMENT APPROACHES)	INDEX	SHEET
11/01/17						400-090	2 of 2



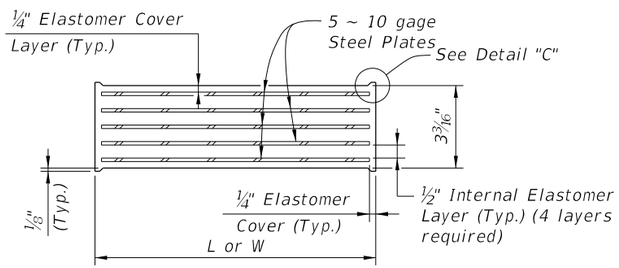
PLAN



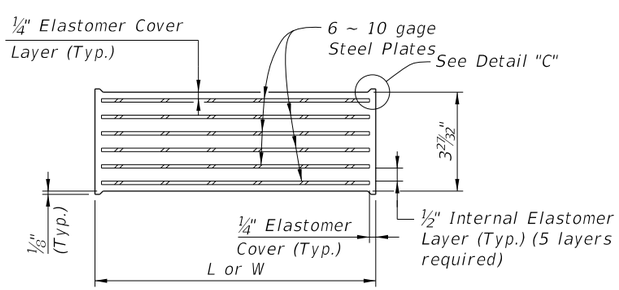
TYPICAL SECTION TYPE D, E & AA PAD



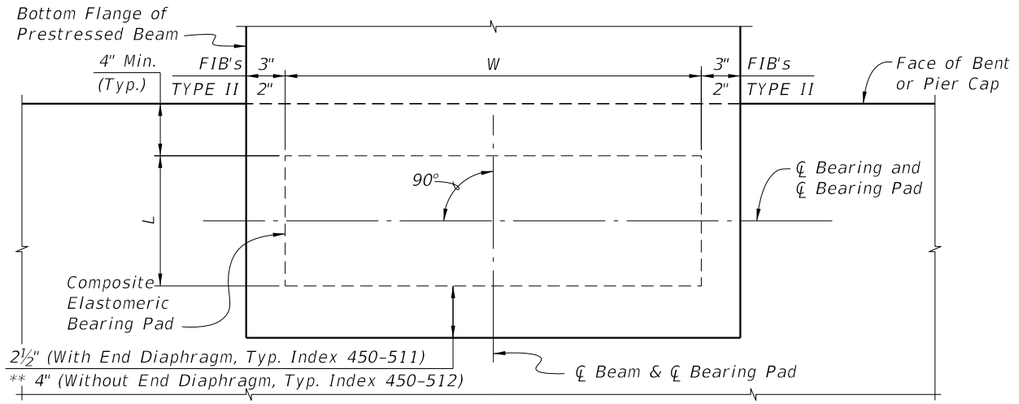
TYPICAL SECTION TYPE F, G & AB PAD



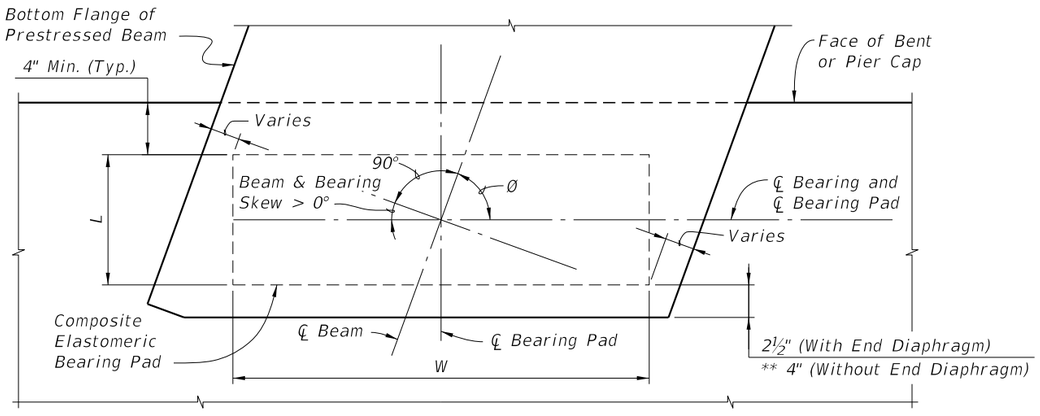
TYPICAL SECTION TYPE H PAD



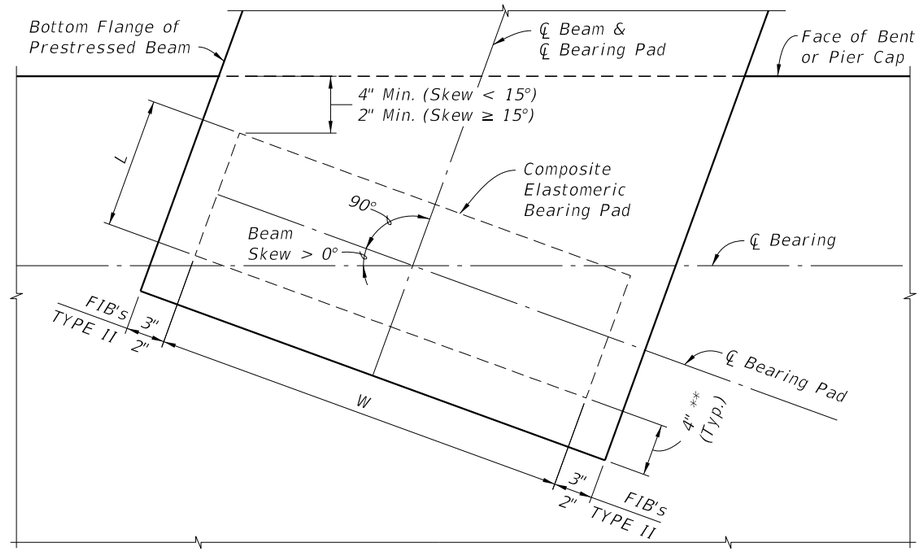
TYPICAL SECTION TYPE J & K PAD



PARTIAL PLAN (Beam & Bearing Skew = 0°)



PARTIAL PLAN (Beam & Bearing Skew > 0°) (Use Index 450-511)

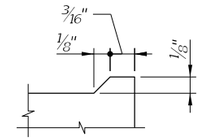


PARTIAL PLAN WITH SQUARED END BEAM (Use Index 450-512)
(Beam Skew > 0°; Bearing Skew = 0°)

	BEAM TYPE	BEARING PAD DIMENSIONS		*BEVELED BEARING PLATE DIMENSIONS	
PAD TYPE (See Note 1)		L	W	C	D
D (G=110psi)	FLORIDA I-BEAM	8"	2'-8"	1'-0"	3'-0"
E (G=110psi)		10"	2'-8"	1'-0"	3'-0"
F (G=110psi)		10"	2'-8"	1'-0"	3'-0"
G (G=150psi)		10"	2'-8"	1'-0"	3'-0"
H (G=150psi)		10"	2'-8"	1'-0"	3'-0"
J (G=150psi)		10"	2'-8"	1'-0"	3'-0"
K (G=150psi)		1'-0"	2'-8"	1'-1½"	3'-0"
AA (G=110psi)	AASHTO TYPE II	10"	1'-2"	1'-0"	1'-4"
AB (G=150psi)		10"	1'-2"	1'-0"	1'-4"

* Work this sheet with the appropriate type Bearing Plate Detail (See Bearing Plate Data Table) and BEARING PAD DATA TABLE in the Structures Plans. See TABLE OF BEAM VARIABLES and BEARING PLATE DATA TABLE in the Structures Plans for locations where beveled bearing plates are required.

** Offset to End of Beam is reduced to 2" for Type K Pad.



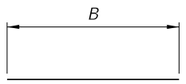
DETAIL "C"

BEARING PAD NOTES:

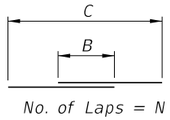
1. Neoprene in Type D, E, F & AA bearing pads shall have a shear modulus (G) of 110 psi. Neoprene in Type G, H, J, K & AB bearing pads shall have a shear modulus (G) of 150 psi.
2. Steel Plates in bearing pads shall conform to ASTM A1011 Grade 36, Type 1.
3. See Bearing Pad Data Table in Structures Plans for quantities of Type D, E, F, G, H, J, K, AA and/or AB Bearing Pads.

9/23/2021 8:07:34 AM

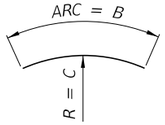
LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FDOT	FY 2022-23 STANDARD PLANS	COMPOSITE ELASTOMERIC BEARING PADS - PRESTRESSED FLORIDA-I & AASHTO TYPE II BEAM	INDEX 400-510 / SHEET 1 of 1



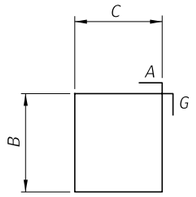
TYPE 1



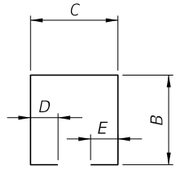
TYPE 2



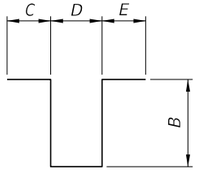
TYPE 3



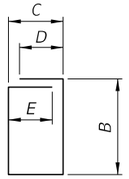
TYPE 4



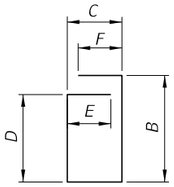
TYPE 5



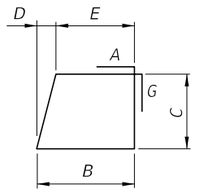
TYPE 6



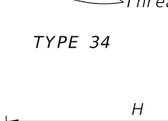
TYPE 7



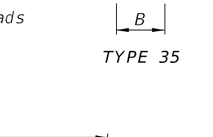
TYPE 8



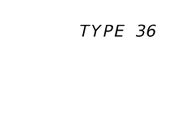
TYPE 9



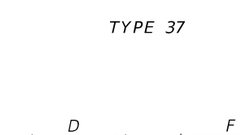
TYPE 10



TYPE 1 1

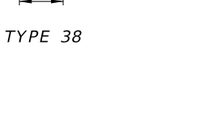


TYPE 12

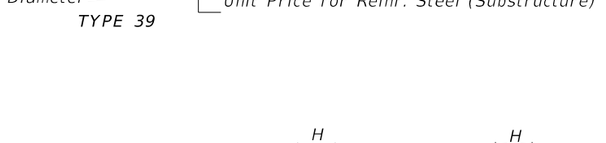


TYPE 13

TYPE 14



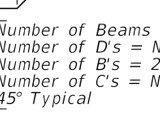
TYPE 15



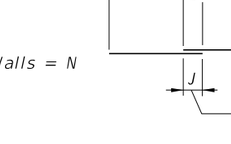
TYPE 16

Number of Beams or Walls = N
Number of D's = N–1
Number of B's = 2N–2
Number of C's = N–2
45° Typical

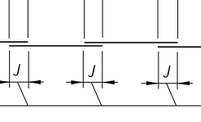
TYPE 17



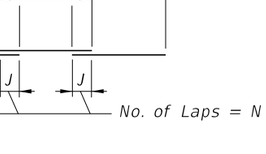
TYPE 18



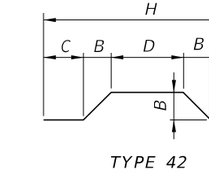
TYPE 19



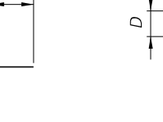
TYPE 20



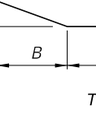
TYPE 21



TYPE 22



TYPE 23



TYPE 24

TYPE 25

TYPE 26

TYPE 27

TYPE 28

TYPE 29

TYPE 30

TYPE 31

TYPE 32

Style 6 = No Hook

TYPE 33

TYPE 34

TYPE 35

TYPE 36

TYPE 37

TYPE 38

TYPE 39

C = Pitch
B = Overall Height
N = Total number of closed turns at Top and Bottom of columns

Splices may be accomplished by lapping 1.5 turns. Cost of Channel Spacers and Splices shall be included in the Contract Unit Price for Reinf. Steel (Substructure)

Number of Beams or Walls = N
Number of D's = N–1
Number of B's = 2N–1
Number of C's = N–1
45° Typical

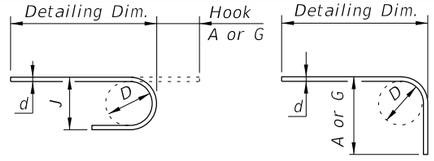
TYPE 40

TYPE 41

TYPE 42

TYPE 43

HOOK DETAILS



180° 90°

BAR SIZE	D	180° HOOKS A OR G	180° HOOKS J	90° HOOKS A OR G
#3	2¼"	5"	3"	6"
#4	3"	6"	4"	8"
#5	3¾"	7"	5"	10"
#6	4½"	8"	6"	1'-0"
#7	5¼"	10"	7"	1'-2"
#8	6"	11"	8"	1'-4"
#9	9½"	1'-3"	11¾"	1'-7"
#10	10¾"	1'-5"	1'-1¼"	1'-10"
#11	12"	1'-7"	1'-2¾"	2'-0"
#14	18¼"	2'-3"	1'-9¾"	2'-7"
#18	24"	3'-0"	2'-4½"	3'-5"
STYLE		1		3

90° 135°

STIRRUPS (TIES SIMILAR)

STIRRUP & TIE HOOK DIMENSIONS

BAR SIZE	D	90° HOOKS A or G	135° HOOKS A or G	135° HOOKS H *
#3	1½"	4"	4"	2½"
#4	2"	4½"	4½"	3"
#5	2½"	6"	5½"	3¾"
#6	4½"	1'-0"	8"	4½"
#7	5¼"	1'-2"	9"	5¼"
#8	6"	1'-4"	10½"	6"
STYLE		4	5	

STYLE 6 = NO HOOK

* Dimension is approximate.

Hook Styles Detailed on this sheet are for Illustration Only.

Actual Hook Style for any particular bar will be shown under A or G Heading on REINFORCING BAR LIST sheet(s) in Structures Plans.

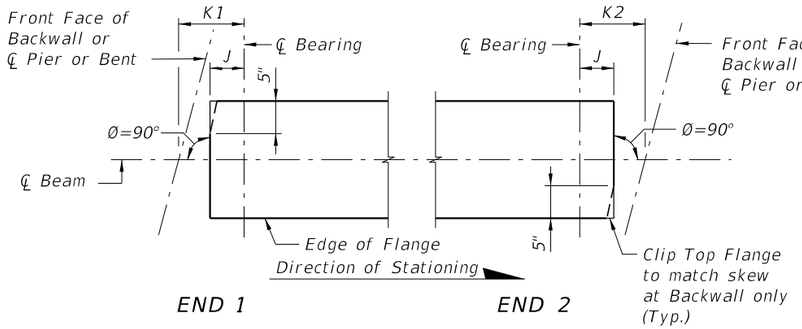
All Dimensions are out-to-out.

NOTE: For Bar Dimensions See REINFORCING BAR LIST Sheet(s) in Structures Plans.

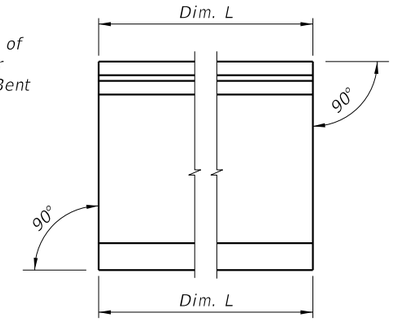
8:08:00 AM

9/23/2021

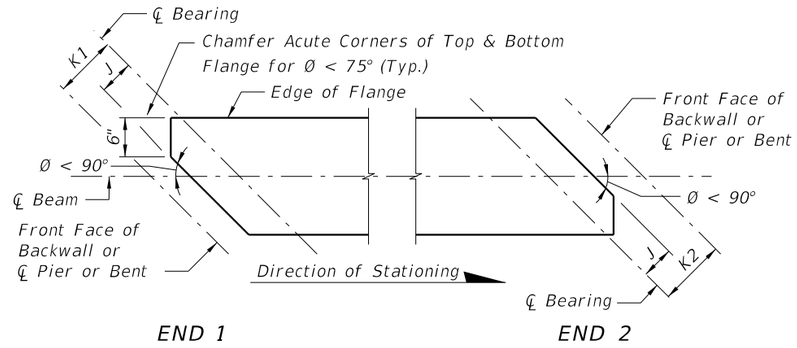
LAST REVISION	REVISION	DESCRIPTION:			
11/01/20			FY 2022-23 STANDARD PLANS	BAR BENDING DETAILS (STEEL)	INDEX 415-001 / SHEET 1 of 1



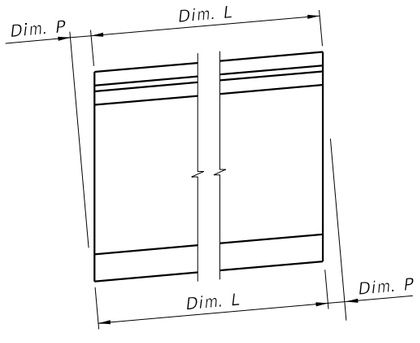
CASE 1
(Standard Orientation for New Construction)



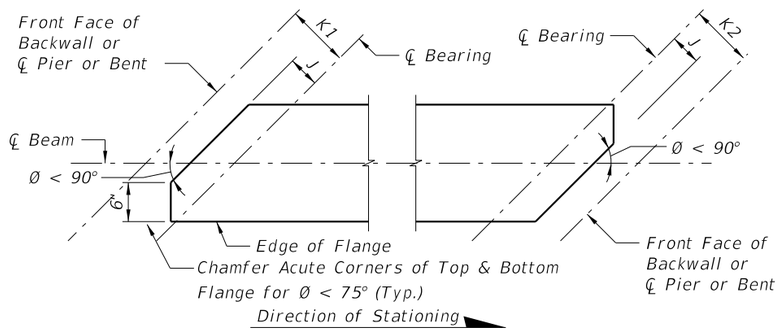
CONDITION 1
(Dim P = 0.0)



CASE 2
(Special Orientation for Widenings)

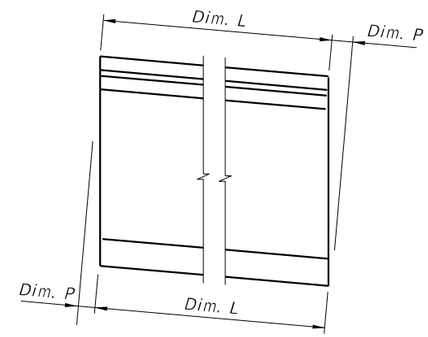


CONDITION 2



CASE 3
(Special Orientation for Widenings)

SCHEMATIC PLAN VIEWS AT BEAM ENDS



CONDITION 3

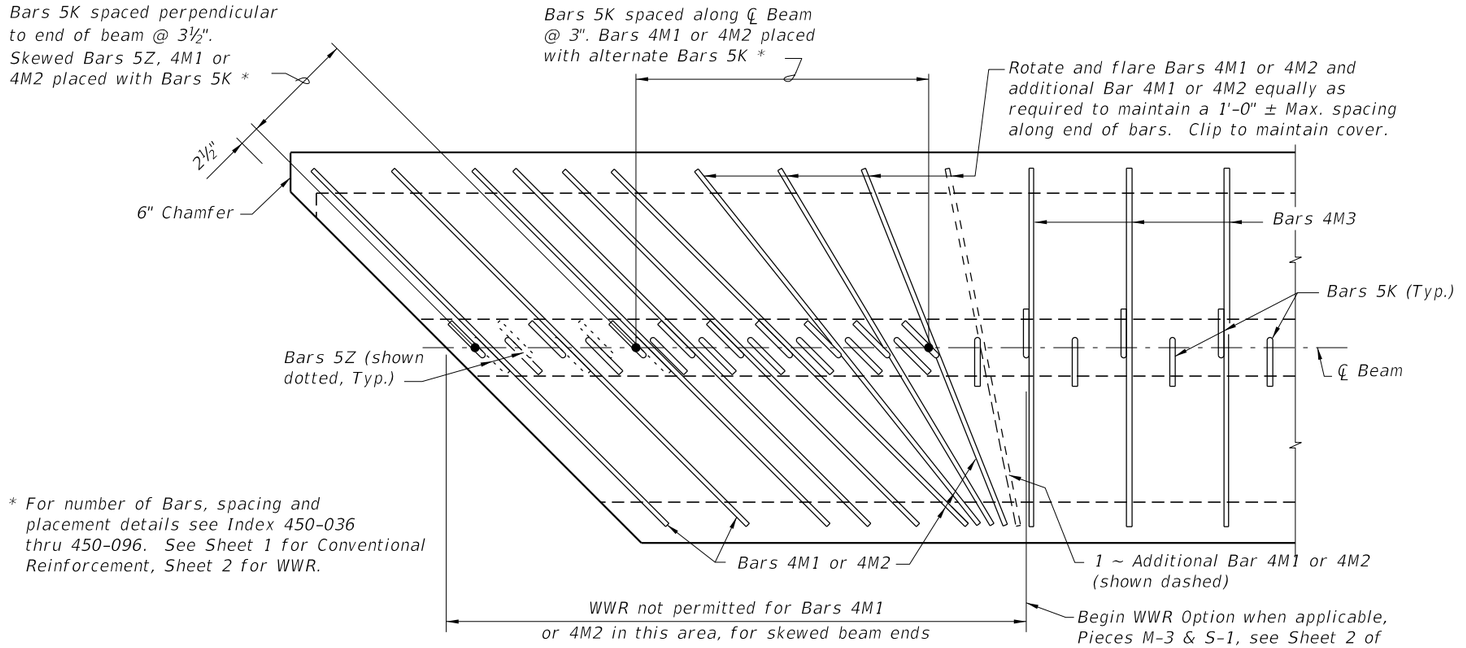
SCHEMATIC END ELEVATIONS OF BEAMS
(Showing Vertical Bevel of Beam End)

BEAM NOTES

1. Work this Index with the Florida-I Beam Standard Details (Index 450-036 thru 450-096) and the Table of Beam Variables in Structures Plans.
2. All bar bend dimensions are out-to-out.
3. Concrete cover: 2 inches minimum.
4. Stress Strands N to 10 kips each.
5. Place one (1) Bar 5K or 5Z at each location. Alternate the direction of the ends for each bar (see "ELEVATION AT END OF BEAM" in Standard Details.
6. Tie Bars 5K and 5Z to the fully bonded strands in the bottom or center row (see "STRAND PATTERN" on the Table of Beam Variables sheet in Structures Plans).
   A. At the Contractor's option, the length of the bottom legs of Bars 5K and 5Z may be extended to facilitate tying to the exterior strands.
   B. For deformed WWR, supplemental transverse #4 bars are permitted to support Pieces K & S under the cross wires on the bottom row of strands.
7. Place Bars 3C1, 3D1 and 4M1 in beam END 1, and Bars 3C2, 3D2 and 4M2 in beam END 2. END 1 and END 2 are shown on the Standard Details "ELEVATION".
8. For Beams with vertically beveled end conditions: Place first row of Bars 3C1, 3C2, 3D1, 3D2, 5K, 5Y and 5Z parallel to the end of the beam. Progressively rotate remaining bars within the limits of Bars 5Z until vertical by adjusting the spacing at the top of beam up to a maximum of 1". For deformed WWR, cut top cross wire and rotate bars as required or reduce end cover at top of the beam to 1" minimum.
9. For beams with skewed end conditions:
   A. Place end reinforcement parallel to the skewed end of the beam. End reinforcement is defined as Bars 3C1, 3C2, 3D1, 3D2, 5K, 4M1, 4M2, 5Y and 5Z placed within the limits of the spacing for Bars 3C in "ELEVATION AT END OF BEAM".
   B. Beyond the limits of the spacing for Bars 3C, place Bars 3D3, 5K and 4M3 perpendicular to the longitudinal axis of the beam. Fan Bars as needed to avoid overlapping bars at the transition to Bars 3D3 and 4M3, and field cut to maintain minimum cover. Provide additional Bars 4M1, 4M2, 3D1 and 3D2 as required; additional bars are not included in the "BILL OF REINFORCING STEEL". For placement locations see Skewed Beam End Details for Widening Existing Bridges.
   C. Adjust the dimensions of Bars 3C1, 3C2, 3D1, 3D2, 4M1 and 4M2 as shown on the Bending Diagram.
   D. WWR is not permitted for end reinforcement Bars 3D1, 3D2, 4M1 and 4M2; use bar reinforcement.
10. Contractor Options:
    A. Deformed WWR may be used in lieu of Bars 3D, 5K, 4M, and 5Z as shown on the Standard Details; except at skewed ends (see Note 9).
    B. Bars 3D1, 3D2 and 3D3 may be fabricated as a single bar with a 1'-0" minimum lap splice of the top legs, or the length of the bottom legs may be extended to facilitate tying to the exterior strands.
11. Embedment of Safety Line Anchorage Devices are permitted in the top flange to accommodate fall protection systems. See shop drawings for details and spacing of any required anchorage devices.
12. For beams with ends that will not be permanently encased in concrete diaphragms, cut wedges and recess Prestressing strands at the end of the beam without damaging the surrounding concrete. See "STRAND CUTTING AND PROTECTING DETAIL" on Sheet 2. Protect end of wedged recessed strands in accordance with Specification Section 450.
13. Holes in the beam web for temporary bracing or shipping devices must be formed prior to casting. Fill holes not meeting all the following criteria in accordance with Specification Section 450.
    A. The superstructure environmental classification is slightly or moderately aggressive
    B. Clear cover to adjacent steel reinforcing is 1"or greater
    C. Hole inside diameter is 2" maximum
    D. Non-metallic, non-water absorbing forming materials such as PVC, may be left in place permanently.

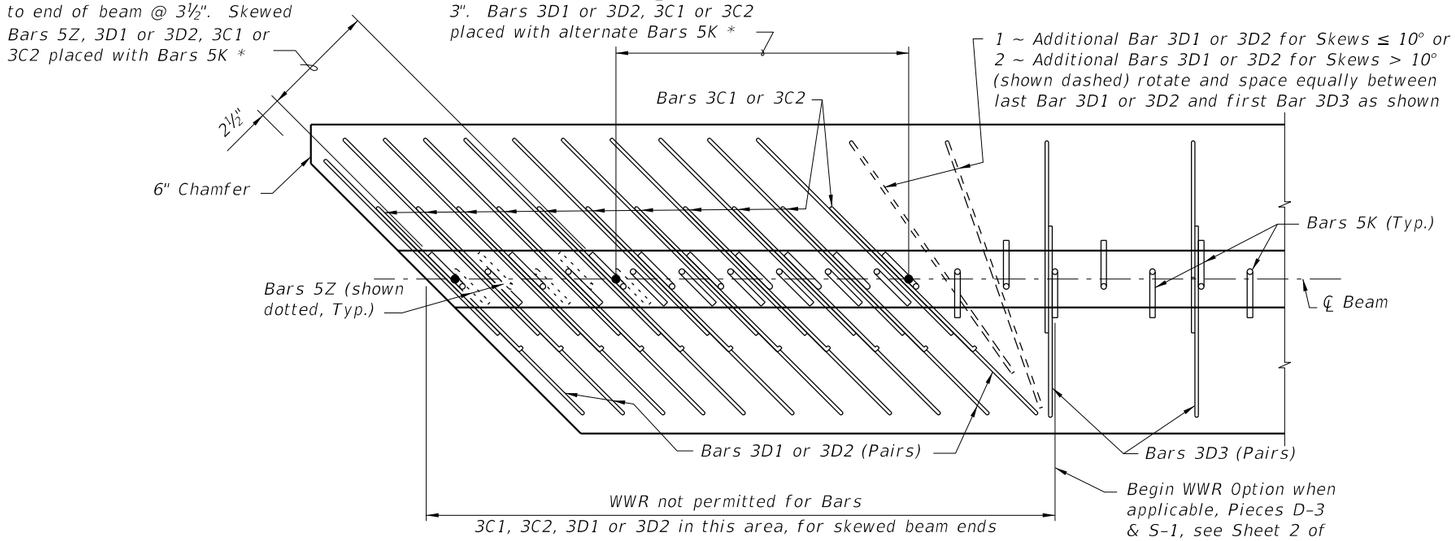
8:08:57 AM
9/23/2021

LAST REVISION	REVISION	DESCRIPTION:				
11/01/21			FDOT FY 2022-23 STANDARD PLANS	FLORIDA-I BEAM - TYPICAL DETAILS & NOTES	INDEX 450-010	SHEET 1 of 2



* For number of Bars, spacing and placement details see Index 450-036 thru 450-096. See Sheet 1 for Conventional Reinforcement, Sheet 2 for WWR.

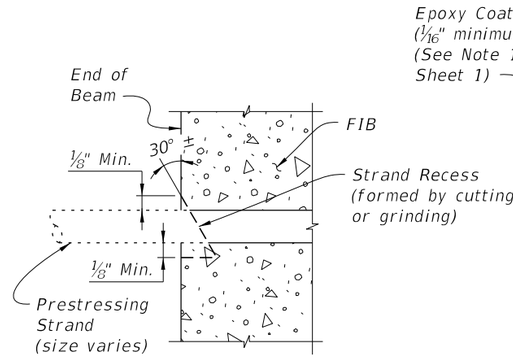
PARTIAL PLAN VIEW (SHOWING TOP FLANGE)
(End 1 Shown, End 2 Similar)
(Bars 5A, 5Y & Strands N not shown for clarity)



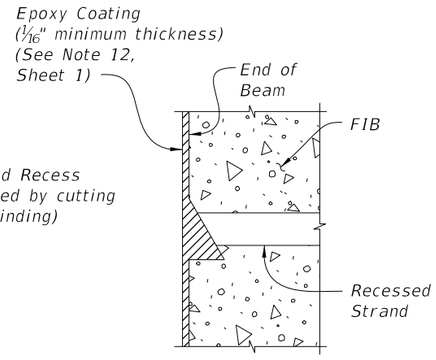
PARTIAL SECTION THRU WEB (SHOWING BOTTOM FLANGE)
(END 1 Shown, END 2 Similar)
(Bars 5Y, Strands, and Embedded Bearing Plate "A" not shown for clarity)

SKEWED BEAM END DETAILS FOR WIDENING EXISTING BRIDGES

(Florida-I 36 Beam shown, others similar)



TYPICAL SECTION
SHOWING CUT STRAND RECESS LIMITS

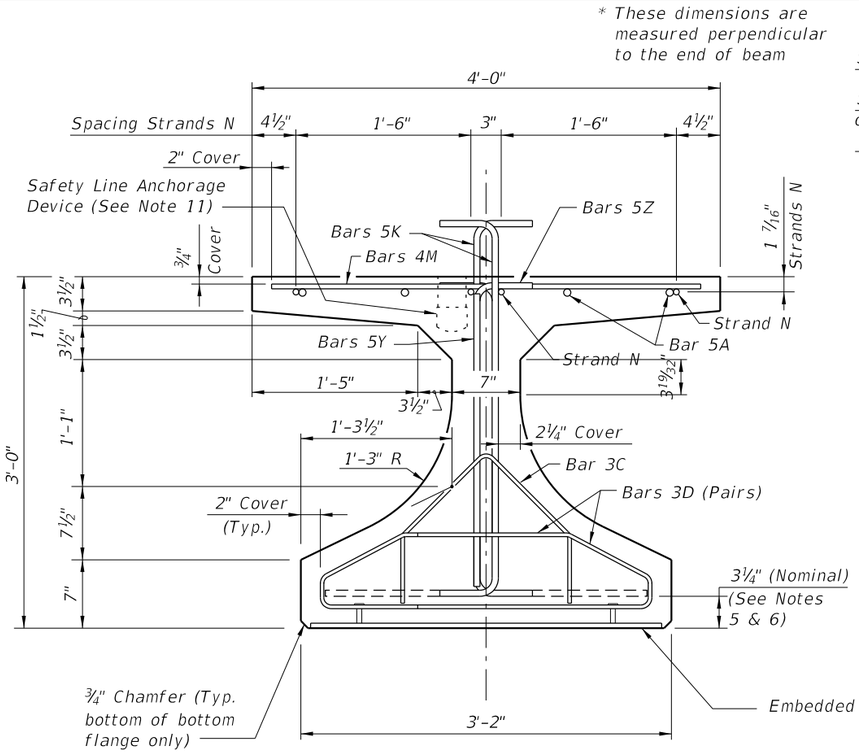


TYPICAL SECTION
AFTER PROTECTING

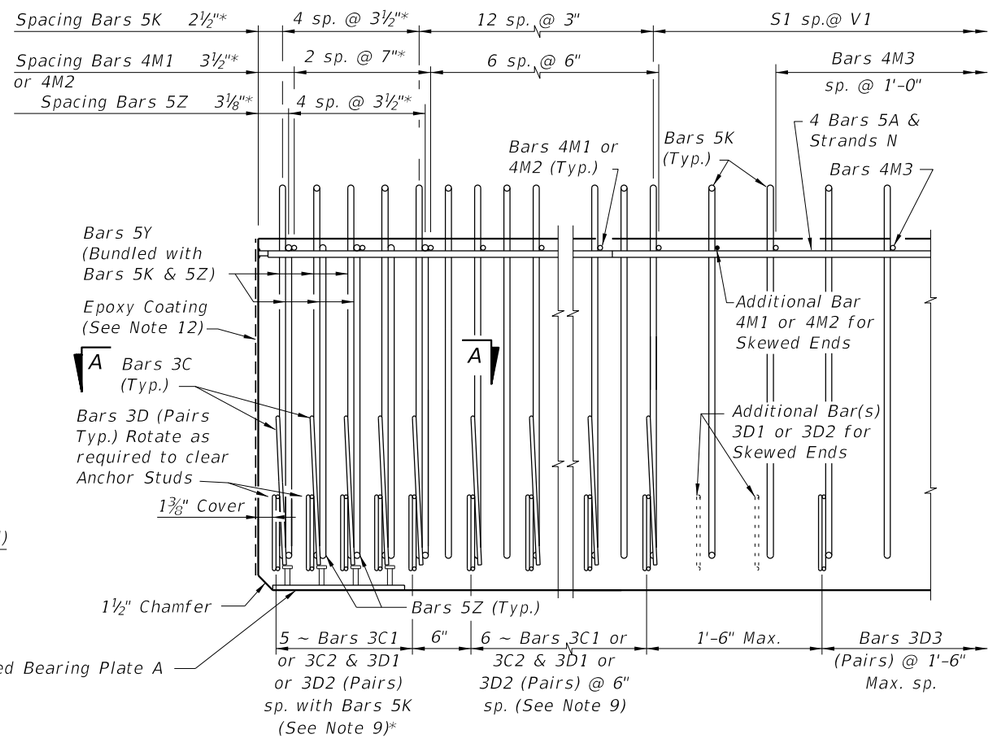
STRAND CUTTING AND PROTECTING DETAIL

9/23/2021 8:09:00 AM

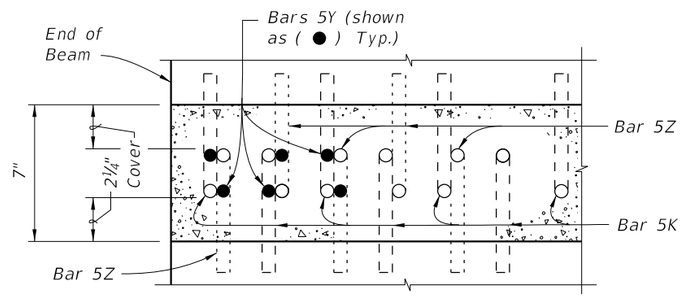
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2022-23 STANDARD PLANS	FLORIDA-I BEAM - TYPICAL DETAILS & NOTES	INDEX	SHEET
11/01/19					450-010	2 of 2



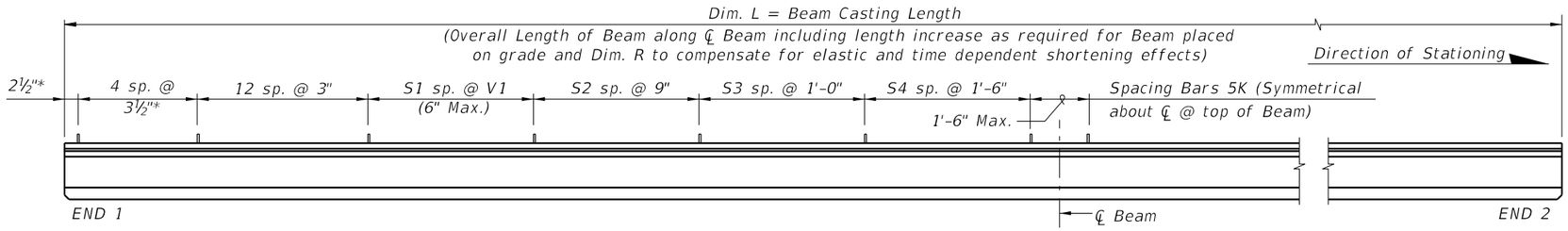
END VIEW



ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)



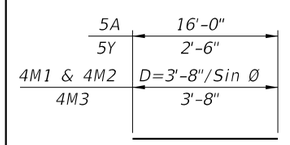
ELEVATION

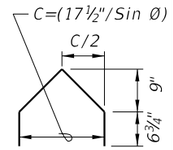
CONVENTIONAL REINFORCING BAR BENDING DETAILS

BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	5	8	16'-0"
C1	7, 8 & 9	3	11 (End 1)	Varies
C2	7, 8 & 9	3	11 (End 2)	Varies
D1	7, 8, 9 & 10	3	22 (End 1)	Varies
D2	7, 8, 9 & 10	3	22 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	4'-2"
M1	7 & 9	4	9 (End 1)	Varies
M2	7 & 9	4	9 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	⅜" Ø Strand	4	Dim. L
Y	8 & 9	5	12	2'-6"
Z	5, 6, 8, 9 & 10	5	10	3'-8"

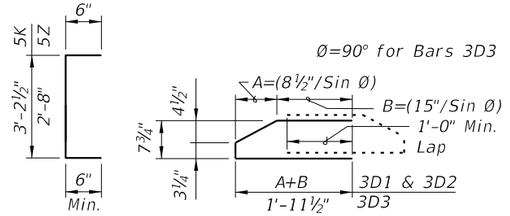
BENDING DIAGRAMS (See Note 2)





BARS 5A, 4M1, 4M2, 4M3 & 5Y

BARS 3C1 & 3C2



BARS 5K & 5Z

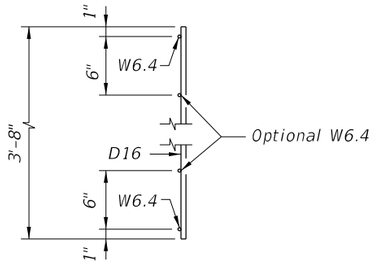
BARS 3D1, 3D2 & 3D3

NOTES:
A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.

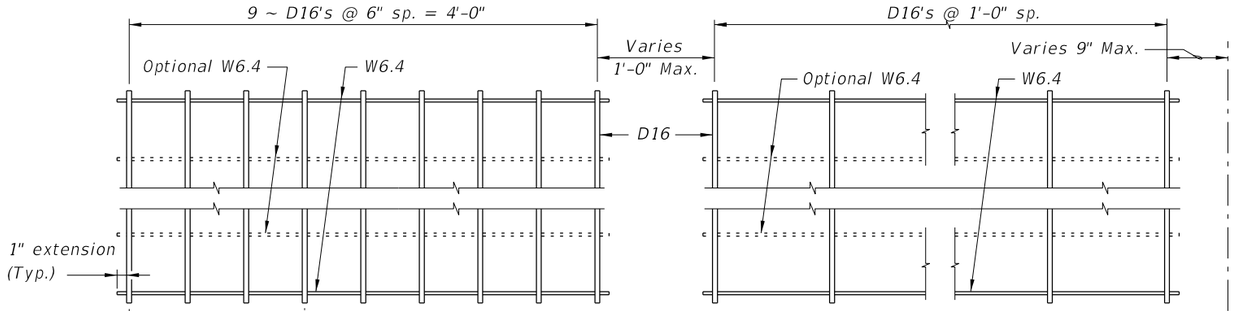
9/23/2021 8:09:28 AM

LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FY 2022-23 STANDARD PLANS	FLORIDA-I 36 BEAM - STANDARD DETAILS	INDEX 450-036	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

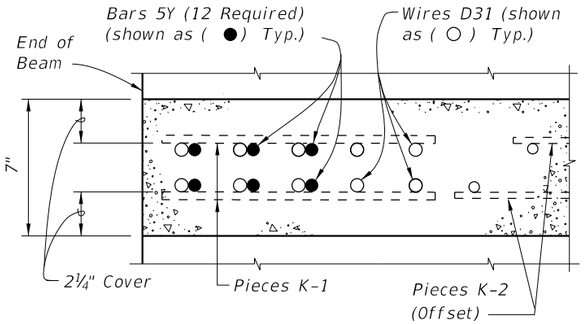


PIECES M
END VIEW

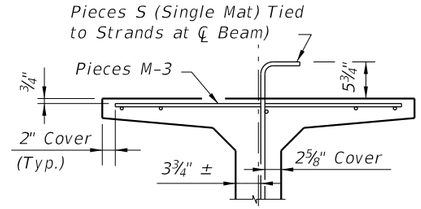


PLAN VIEW
PIECE M-1
(2 Required)

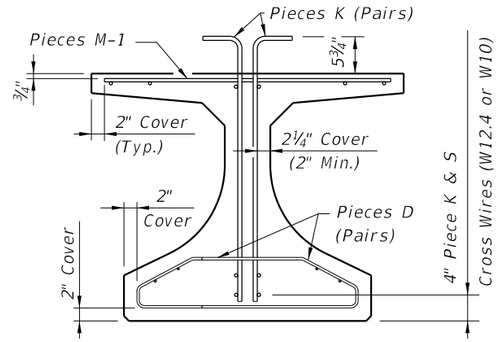
PLAN VIEW
PIECE M-3
(2 Required)



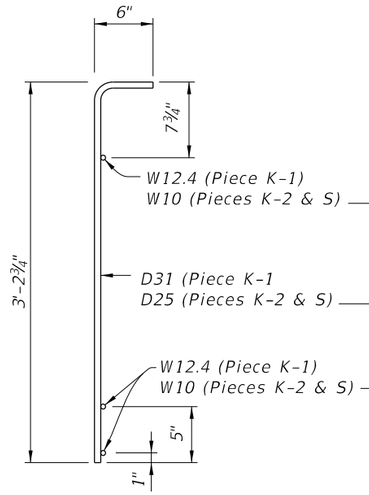
SECTION A-A
FOR WELDED WIRE REINFORCEMENT



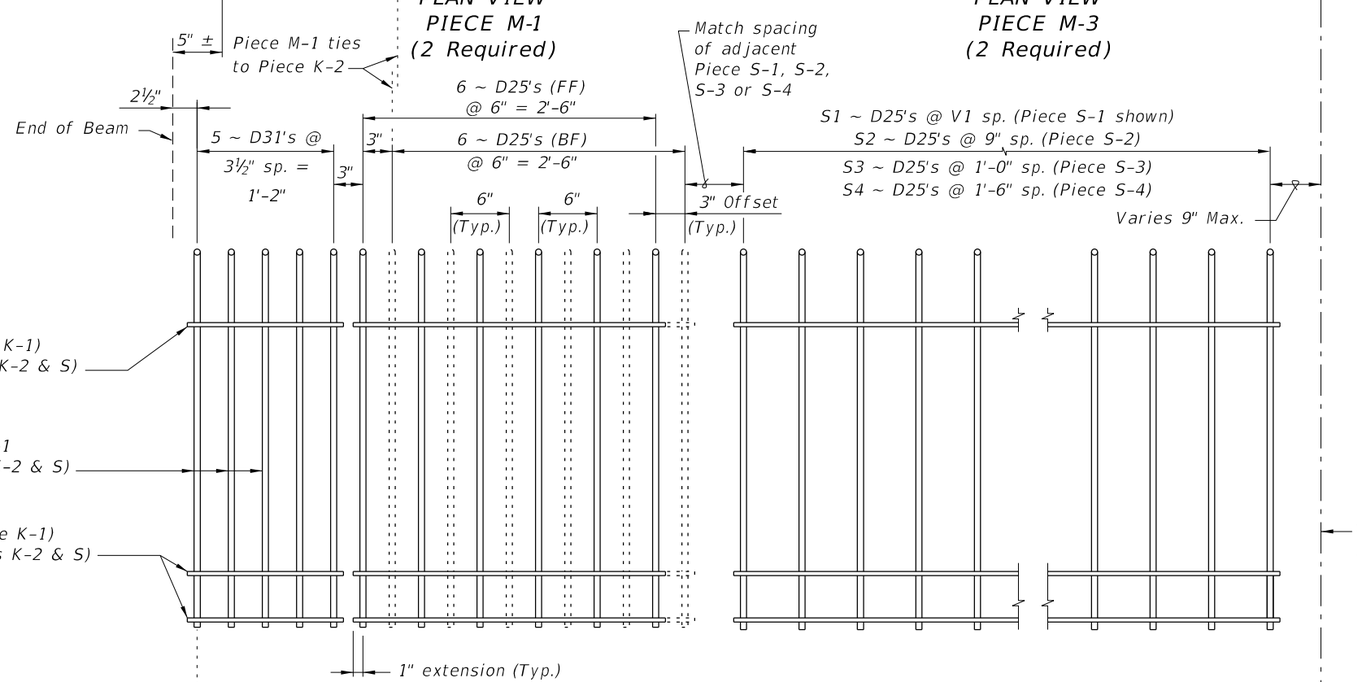
PARTIAL SECTION AT CENTER BEAM



PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands not Shown for Clarity)



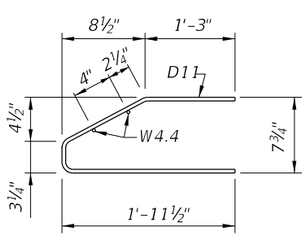
PIECES K & S
END VIEW



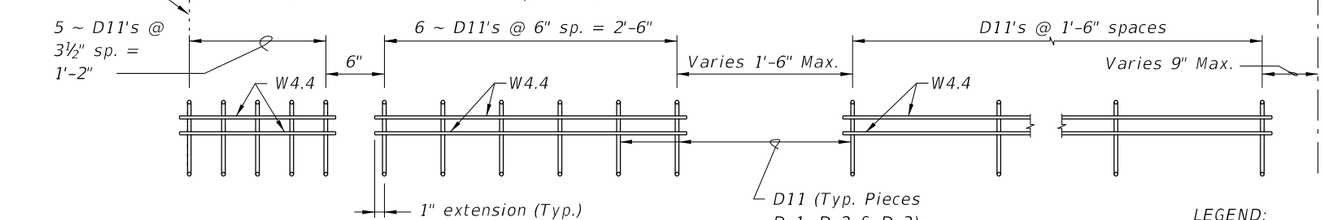
PIECE K-1
(Aligned EF)
(4 Required ~
2 Pairs)

PIECE K-2
(FF Shown Solid,
BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required Each Piece)



PIECES D
END VIEW



PIECE D-1
(4 Required ~ 2 Pairs)

PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

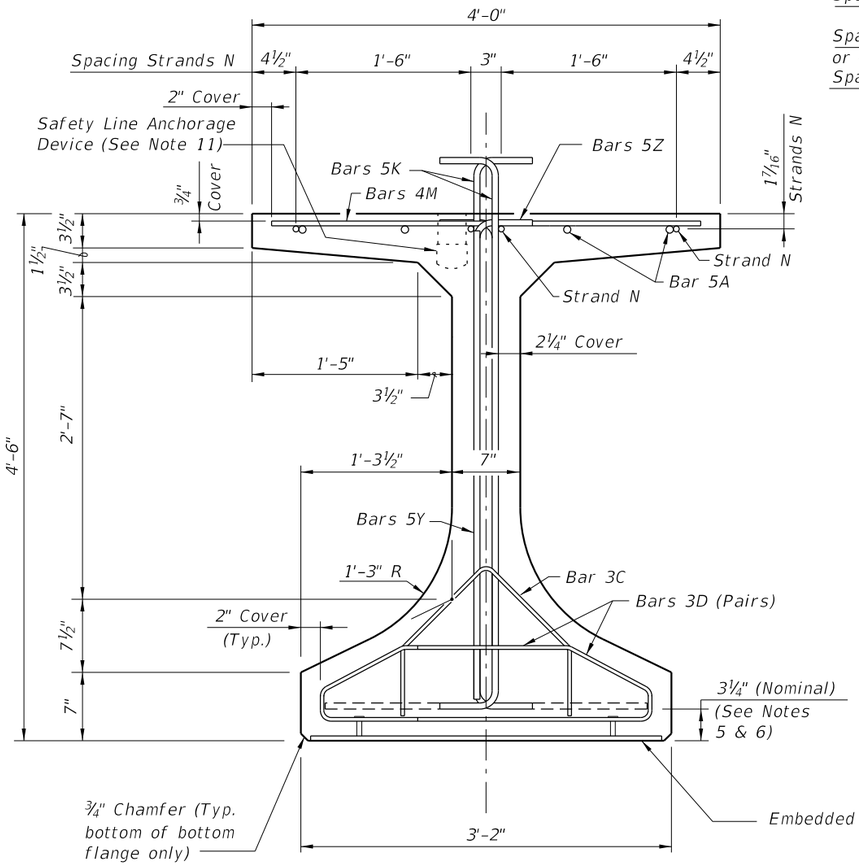
LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face

NOTES:
a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 5A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

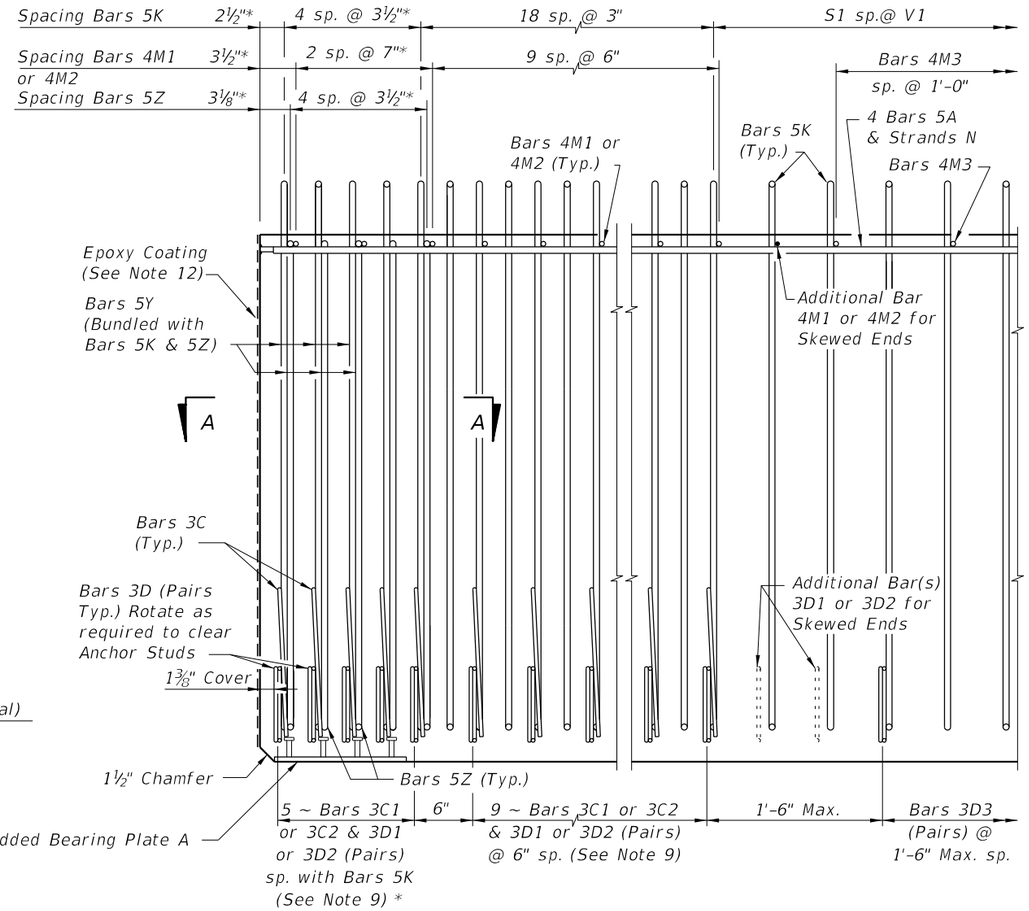
8:09:32 AM
9/23/2021

LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FDOT FY 2022-23 STANDARD PLANS	FLORIDA-I 36 BEAM - STANDARD DETAILS	INDEX 450-036	SHEET 2 of 2

* These dimensions are measured perpendicular to the end of beam



END VIEW



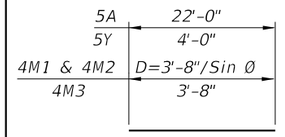
ELEVATION AT END OF BEAM
(Flanges Not Shown For Clarity)
(End 1 Shown, End 2 Similar)

CONVENTIONAL REINFORCING BAR BENDING DETAILS

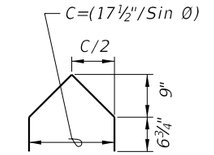
BILL OF REINFORCING STEEL

MARK	NOTE NUMBERS	SIZE	NUMBER REQUIRED	LENGTH (NOTE 2)
A	—	5	8	22'-0"
C1	7, 8 & 9	3	14 (End 1)	Varies
C2	7, 8 & 9	3	14 (End 2)	Varies
D1	7, 8, 9 & 10	3	28 (End 1)	Varies
D2	7, 8, 9 & 10	3	28 (End 2)	Varies
D3	9 & 10	3	See Table	4'-3"
K	5, 6, 8, 9 & 10	5	See Table	5'-8"
M1	7 & 9	4	12 (End 1)	Varies
M2	7 & 9	4	12 (End 2)	Varies
M3	9	4	See Table	3'-8"
N	4 & 12	⅜" Ø Strand	4	Dim. L
Y	8 & 9	5	12	4'-0"
Z	5, 6, 8, 9 & 10	5	10	5'-2"

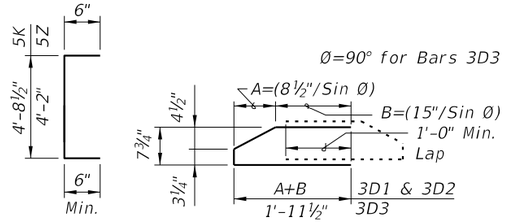
BENDING DIAGRAMS (See Note 2)



BARS 5A, 4M1, 4M2, 4M3 & 5Y

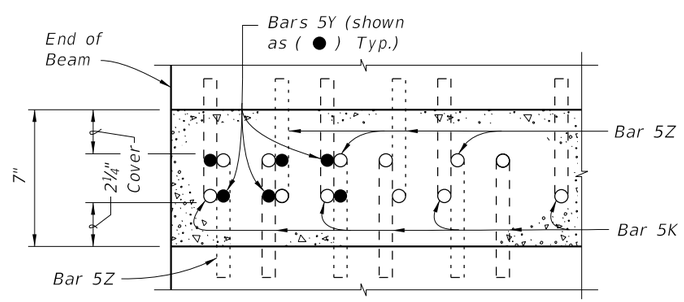


BARS 3C1 & 3C2

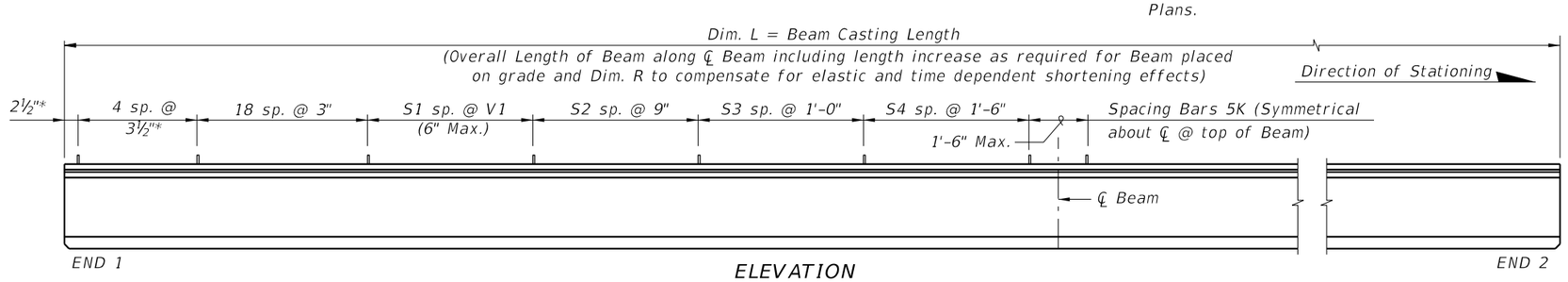


BARS 5K & 5Z BARS 3D1, 3D2 & 3D3

NOTES:
A. Work this Index with Index 450-010 – Typical Florida-I Beam Details and Notes and the Florida-I Beam – Table of Beam Variables in Structures Plans.
B. For referenced notes, see Index 450-010.
C. For Dimensions A, B, C, D, L, R & V1 and number of spaces S1 thru S4, see Florida-I Beam – Table of Beam Variables in Structures Plans.



SECTION A-A FOR CONVENTIONAL REINFORCING
(Showing Bars 5K, 5Y & 5Z Only)

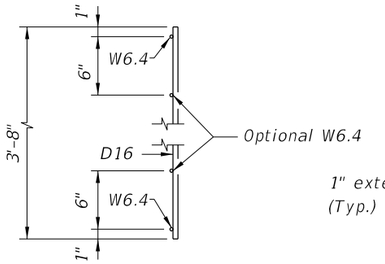


ELEVATION

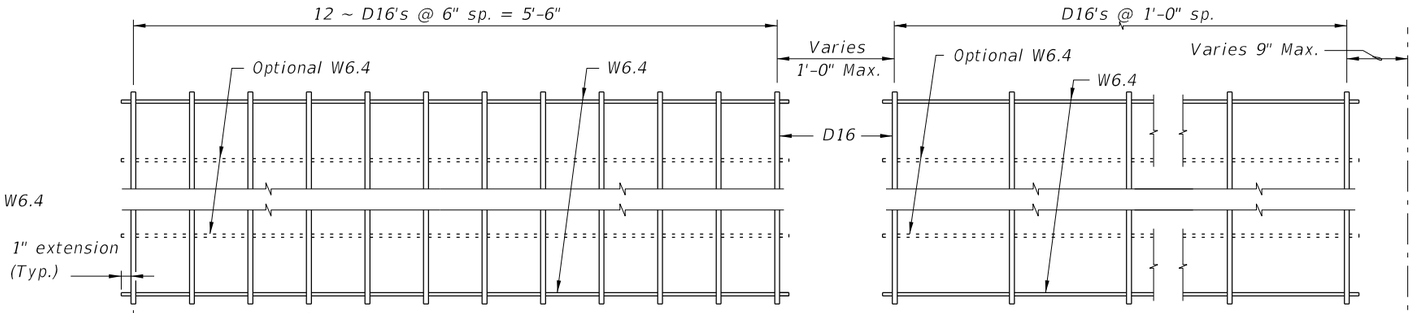
9/23/2021 8:20:34 AM

LAST REVISION	REVISION	DESCRIPTION:				
11/01/19			FDOT FY 2022-23 STANDARD PLANS	FLORIDA-I 54 BEAM - STANDARD DETAILS	INDEX 450-054	SHEET 1 of 2

ALTERNATE REINFORCING STEEL (WWR) DETAILS

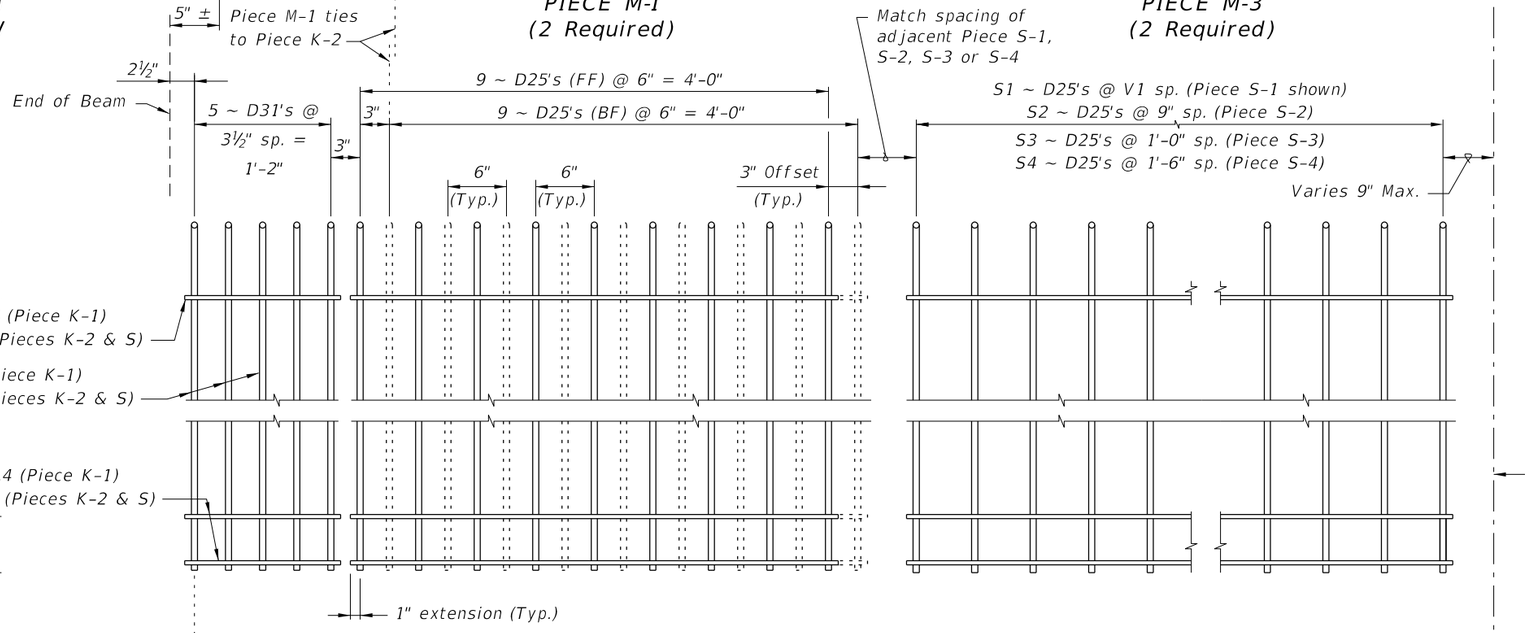


PIECES M
END VIEW



PLAN VIEW
PIECE M-1
(2 Required)

PLAN VIEW
PIECE M-3
(2 Required)

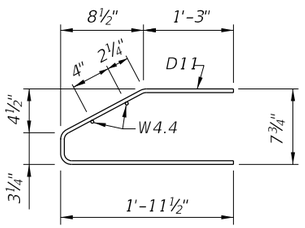


PIECES K & S
END VIEW

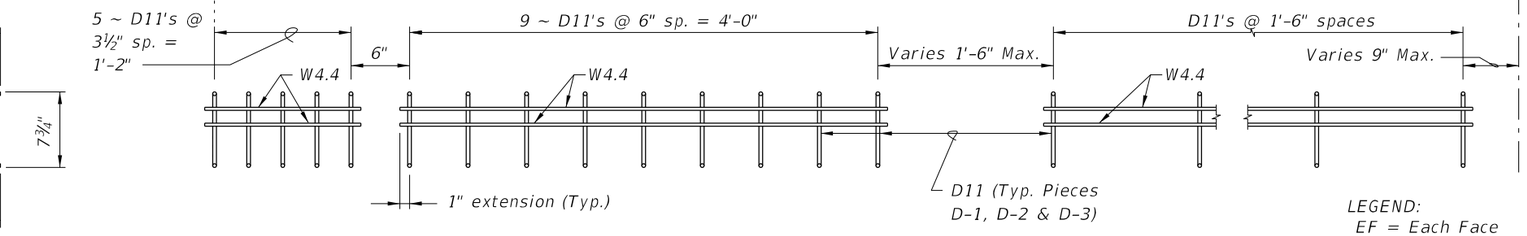
PIECE K-1
(Aligned EF)
(4 Required
~ 2 Pairs)

PIECE K-2
(FF Shown Solid, BF Shown Dashed)
(4 Required)

PIECE S-1, S-2, S-3 or S-4
(2 Required Each Piece)



PIECES D
END VIEW

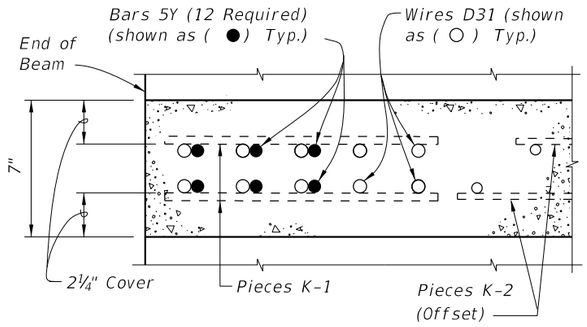


PIECE D-1
(4 Required ~ 2 Pairs)

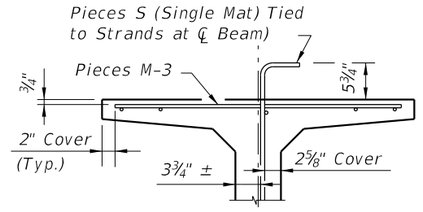
PIECE D-2
(4 Required ~ 2 Pairs)

PIECE D-3
(4 Required ~ 2 Pairs)

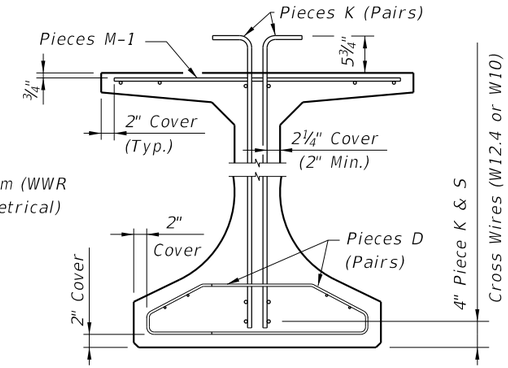
LEGEND:
EF = Each Face
FF = Front Face
BF = Back Face



SECTION A-A
FOR WELDED WIRE REINFORCEMENT



PARTIAL SECTION AT CENTER BEAM



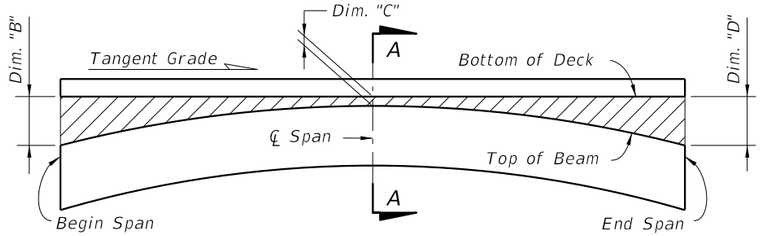
PARTIAL BEAM END VIEW
(Conventional Reinforcing Bars A, C, Y
and Strands not Shown for Clarity)

NOTES:

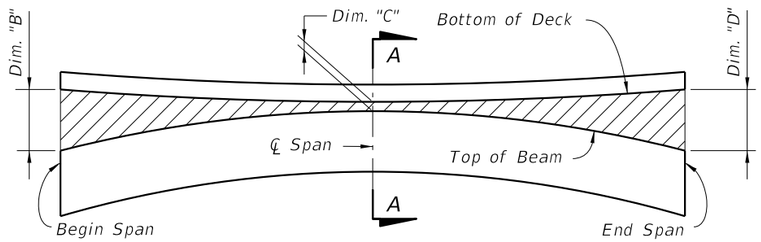
a. See Sheet 1 for placement details & Table of Beam Variables in Structures Plans for variables S1, S2, S3, S4 & V1.
b. Place Conventional Reinforcement Bars 5A & 3C as shown on Sheet 1. Place additional Bars 5Y as shown in Section A-A for WWR. Bars 5Z will not be used with the WWR Option.
c. Pieces may be fabricated in multiple length sections.
d. For beams with skewed end conditions, Pieces D-1, D-2 & M-1 shall not be used; Conventional Reinforcement Bars D1, D2, C1, C2, M1 & M2 shall be used. See Index 450-010 Skewed Beam End Details and Note 9 for placement details. Shift Pieces K & Bars 5Y to accommodate skewed end conditions and align with Bars C and D.

9/23/2021 8:20:38 AM

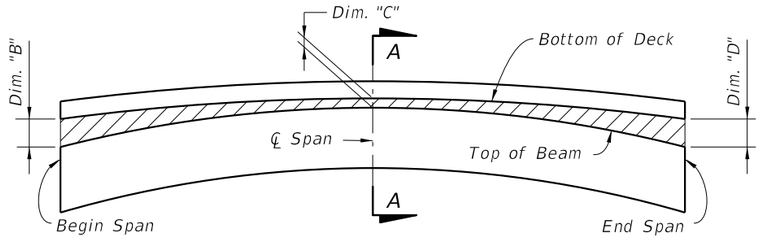
LAST REVISION	REVISION	DESCRIPTION:				
11/01/16			FY 2022-23 STANDARD PLANS	FLORIDA-I 54 BEAM - STANDARD DETAILS	INDEX 450-054	SHEET 2 of 2



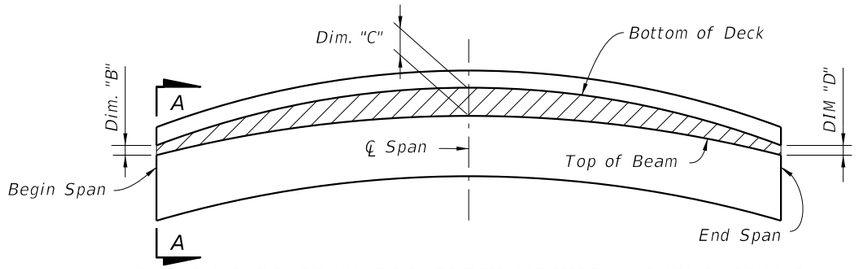
BUILD-UP DIAGRAM FOR TANGENT SPANS
(ALONG ℄ BEAM) (CASE 1)



BUILD-UP DIAGRAM FOR SAG VERTICAL CURVE & HORIZONTAL CURVE SPANS
(ALONG ℄ BEAM) (CASE 2)



BUILD-UP DIAGRAM FOR CREST VERTICAL CURVE SPANS
- CONTROL AT ℄ SPAN
(ALONG ℄ BEAM) (CASE 3)

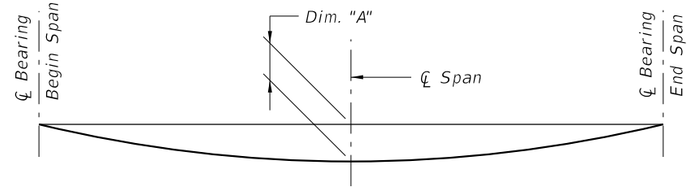


BUILD-UP DIAGRAM FOR CREST VERTICAL CURVE SPANS
- CONTROL AT BEGIN OR END SPAN
(ALONG ℄ BEAM) (CASE 4)

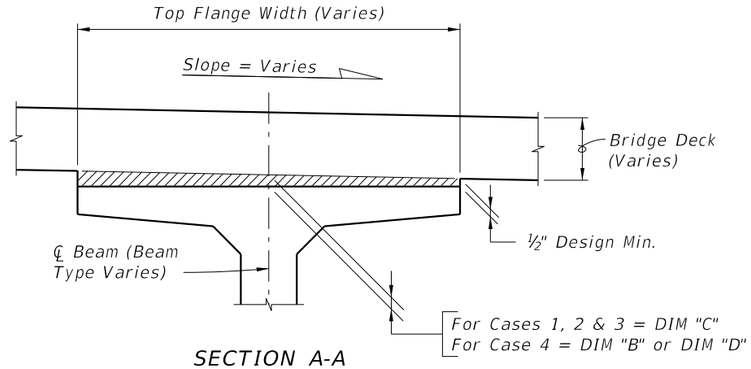
BEAM CAMBER AND BUILD-UP NOTES:

The build-up values given in the Data Table* are based on theoretical beam cambers. The Contractor shall monitor beam cambers for the purpose of predicting camber values at the time of the deck pour. If the predicted cambers based on field measurements differ more than +/- 1" from the theoretical "Net Beam Camber @ 120 Days" shown in the Data Table*, obtain approval from the Engineer to modify the build-up dimensions as required. When the measured beam cambers create a conflict with the bottom mat of deck steel, notify the Engineer a minimum of 21 days prior to casting.

Dim. "A" includes the weight of the Stay-In-Place Formwork.



DEAD LOAD DEFLECTION DIAGRAM



SECTION A-A
BUILD-UP OVER BEAMS
(Florida-I Beam Shown
AASHTO Type II Similar)

* NOTE:
Work this Index with the Build-up and Deflection Data Table for Florida-I and AASHTO Type II Beams in Structures Plans.

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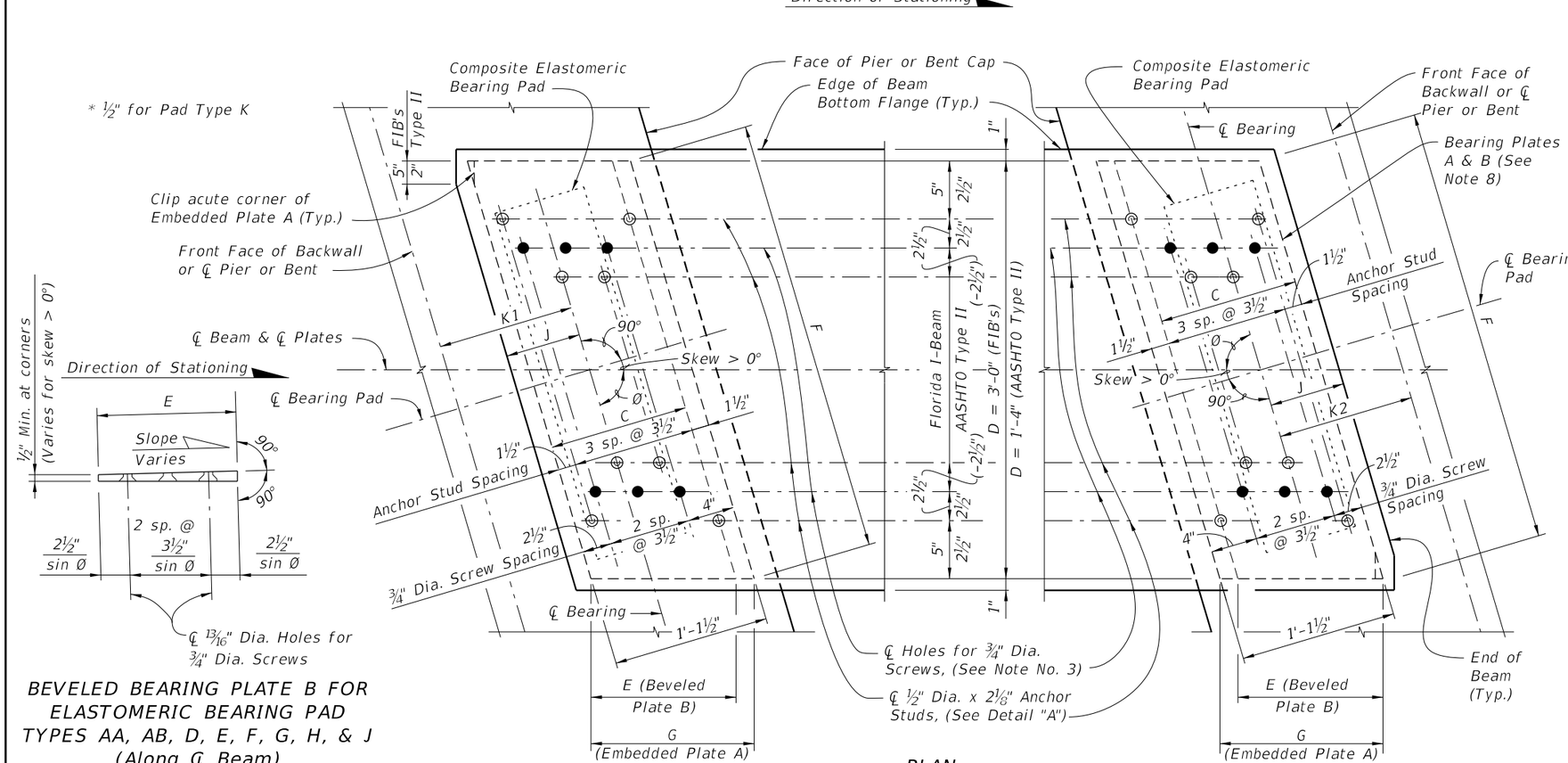
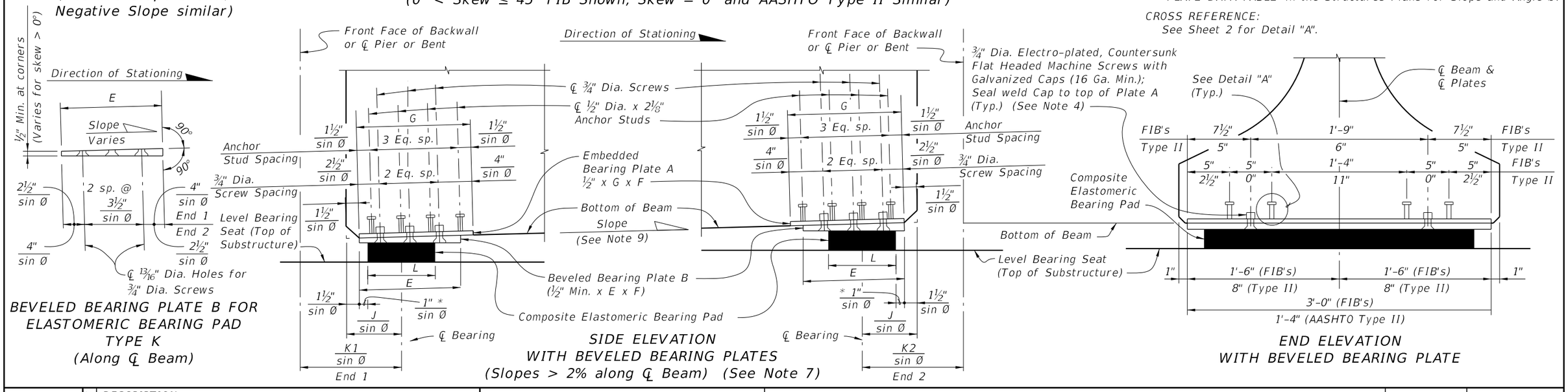
LAST REVISION	REVISION	DESCRIPTION:				
11/01/21			FDOT FY 2022-23 STANDARD PLANS	PRESTRESSED I-BEAMS BUILD-UP & DEFLECTION DATA	INDEX 450-199	SHEET 1 of 1



PLAN

(0° < Skew ≤ 45° FIB Shown, Skew = 0° and AASHTO Type II Similar)



BEVELED BEARING PLATE B FOR ELASTOMERIC BEARING PAD TYPES AA, AB, D, E, F, G, H, & J (Along ℄ Beam) (Positive Slope shown; Negative Slope similar)

BEVELED BEARING PLATE B FOR ELASTOMERIC BEARING PAD TYPE K (Along ℄ Beam)

SIDE ELEVATION WITH BEVELED BEARING PLATES (Slopes > 2% along ℄ Beam) (See Note 7)

END ELEVATION WITH BEVELED BEARING PLATE

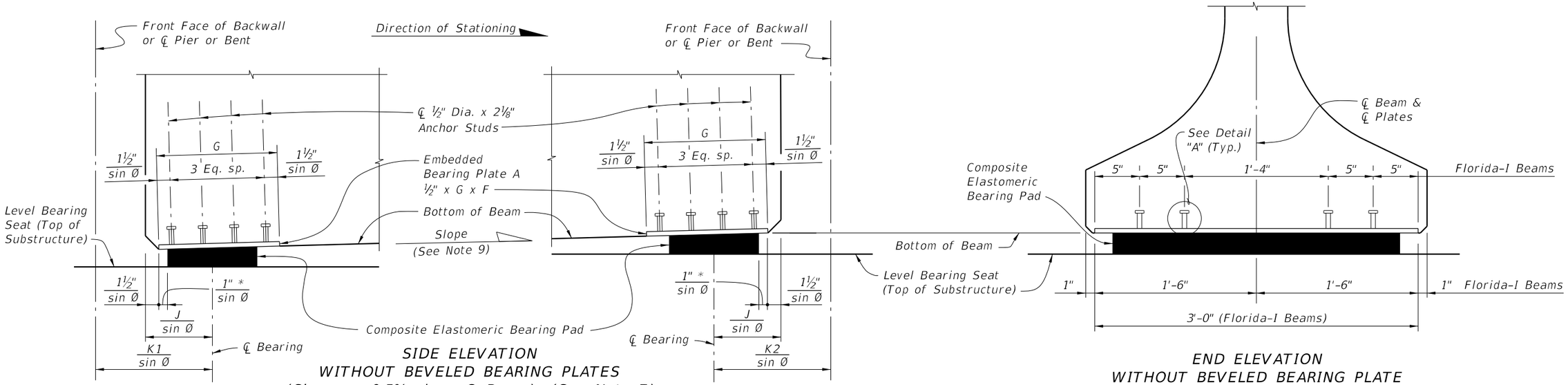
NOTES:

1. *Work this sheet with Index 400-510 – Composite Elastomeric Bearing Pads, and the 'BEARING PLATE DATA TABLE' in the Structures Plans.*
2. *Embedded Bearing Plates A are required for all Florida-I beams. Beveled Bearing Plates B with Embedded Bearing Plates A are required for beams as scheduled in the 'BEARING PLATE DATA TABLE' in the Structures Plans.*
3. *Bearing plate material shall conform to ASTM A36 or ASTM A709 (Grade 36 or 50). Headed Concrete Anchor Studs shall conform to Specification Section 502. Hot-dip galvanize Bearing Plates A & B after fabrication except that Galvanized Caps may be welded in place after hot-dip galvanizing. Drill Bearing Plates A and B as an assembled unit, thread Bearing Plate A only. Holes are not required in Plate A when Plate B is not required. Drill and thread holes perpendicular to Embedded Plate A and prior to plates being galvanized (ASTM A 123).*
4. *Provide Electroplated, Flat Head Cap Screws in accordance with ASTM F 835. Electroplating shall be ASTM B633, SC 2, Type 1. Provide screws long enough to maintain a ¾" minimum embedment into Embedded Bearing Plate A and Galvanized Cap. Provide steel Galvanized Caps with ½" Min. to 1½" Max. height and nominal 1" inside diameter.*
5. *Include the cost of Bearing Plates in the pay item for Prestressed Beams.*
6. *For Pad Type and Dimensions C, D, E, F and G, see the 'BEARING PLATE DATA TABLE' in the Structures Plans. For Dimensions J, K1 and K2, see 'TABLE OF BEAM VARIABLES' in the Structures Plans.*
7. *All details and dimensions shown are along ℄ Beam, except for dimensions to ¾" Dia. Screws and ½" Dia. x 2⅛" Anchor Studs, which are along ℄ Screws or ℄ Anchor Studs. Positive Slope shown, Negative Slope similar.*
8. *When Skew = 0°, F = D = 3'-0" (Florida-I Beams) or 1'-4" (AASHTO Type II Beams) E = C, and G = 1'-1½".*
9. *Slope is determined along ℄ Beam at ℄ Bearing. See 'BEARING PLATE DATA TABLE' in the Structures Plans for Slope and Angle Ø.*

CROSS REFERENCE:
See Sheet 2 for Detail "A".

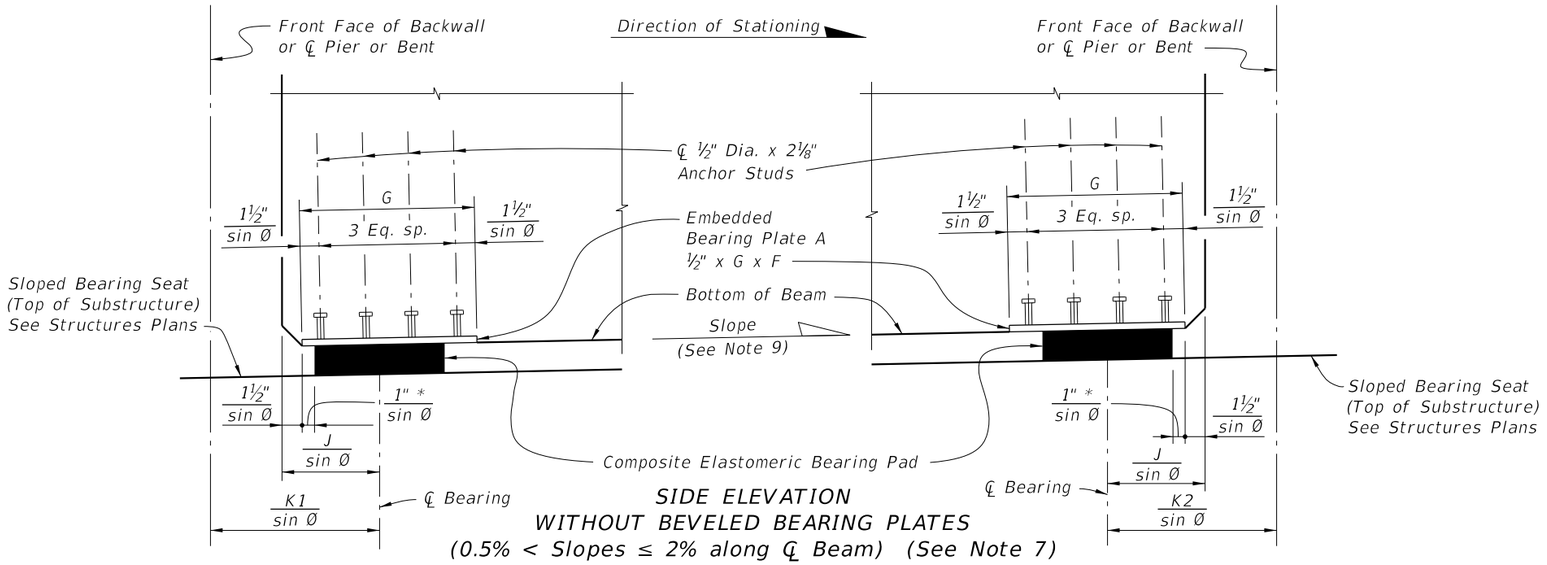
LAST REVISION	REVISION	DESCRIPTION:				
07/01/14			FDOT FY 2022-23 STANDARD PLANS	BEARING PLATES (TYPE 1) - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS	INDEX 450-511	SHEET 1 of 2

9/23/2021 8:34:54 AM

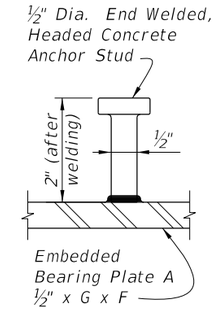


SIDE ELEVATION
WITHOUT BEVELED BEARING PLATES
(Slopes ≤ 0.5% along ℄ Beam) (See Note 7)

END ELEVATION
WITHOUT BEVELED BEARING PLATE



SIDE ELEVATION
WITHOUT BEVELED BEARING PLATES
(0.5% < Slopes ≤ 2% along ℄ Beam) (See Note 7)

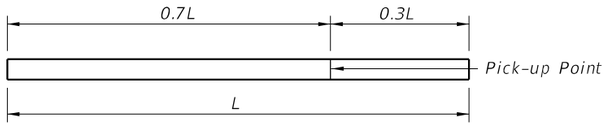


DETAIL "A"

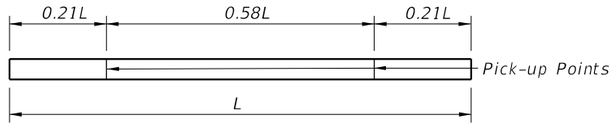
CROSS REFERENCE:
See Sheet 1 for Notes.

9/23/2021 8:34:55 AM

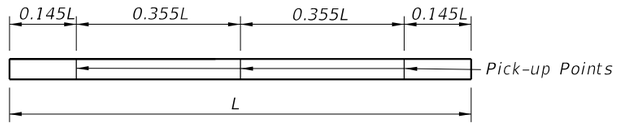
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	BEARING PLATES (TYPE 1) - PRESTRESSED FLORIDA-I AND AASHTO TYPE II BEAMS	INDEX	SHEET
11/01/20						450-511	2 of 2



1-POINT PICK-UP

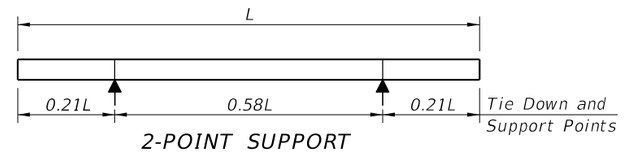


2-POINT PICK-UP

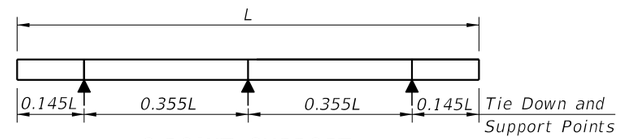


3-POINT PICK-UP

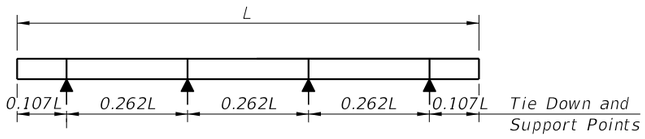
PILE PICK-UP DETAILS



2-POINT SUPPORT



3-POINT SUPPORT



4-POINT SUPPORT

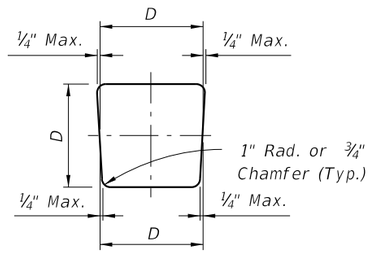
STORAGE AND TRANSPORTATION SUPPORT DETAILS

PRESTRESSED CONCRETE PILE NOTES:

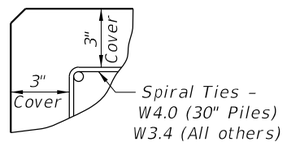
1. Work this Index with the Square Prestressed Concrete Pile Splices (Index 455-002), the Prestressed Concrete Pile Standards (Index 455-012 thru 455-030), the High Moment Capacity Square Prestressed Concrete Pile (Index 455-031) and the Pile Data Table in the Structures Plans.
2. Concrete:
   - A. Piles: Class V (Special), except use Class VI for High Moment Capacity Pile (Index 455-031).
   - B. High Capacity Splice Collar: Class V (Special).
   - C. See "GENERAL NOTES" in the Structures Plans for locations where the use of Highly Reactive Pozzolans is required.
3. Concrete strength at time of prestress transfer:
   - A. Piles: 4,000 psi minimum.
   - B. High Moment Capacity Piles: 6,500 psi minimum.
4. Carbon-Steel Reinforcing:
   - A. Bars: Meet the requirements of Specification Section 415.
   - B. Prestressing Strands: Meet the requirements of Specification Section 933.
   - C. Protect all strands permanently exposed to the environment and not embedded under final conditions in accordance with Specification Section 450.
5. Spiral Ties:
   - A. Tie each wrap of the spiral strand to a minimum of two corner strands.
   - B. One full turn required for spiral splices.
6. Pile Splices: Fill dowel holes and form the joint between pile sections with a Type AB Epoxy Compound in accordance with Specification Section 962. Use an Epoxy Bonding Compound or an Epoxy Mortar as recommended by the Manufacturer.

TABLE OF MAXIMUM PILE PICK-UP AND SUPPORT LENGTHS

	D = Square Pile Size (inches)					Required Storage and Transportation Detail	Pick-Up Detail
	12	14	18	24	30		
Maximum Pile Length (Feet)	48	52	59	68	87	2, 3, or 4 point	1 Point
	69	75	85	98	124	2, 3, or 4 point	2 Point
	99	107	121	140	178	3 or 4 point	3 Point



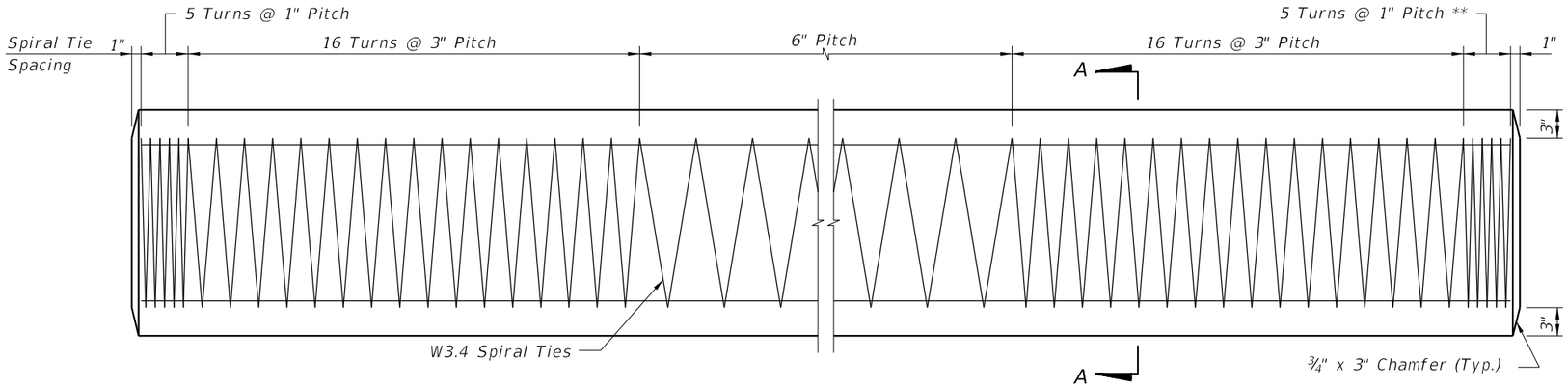
TYPICAL PILE SHAPE FOR MOLD FORMS



DETAIL SHOWING TYPICAL COVER

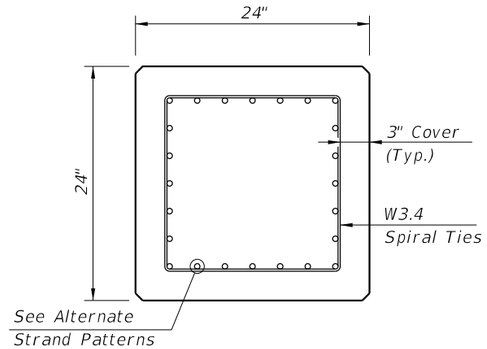
9/23/2021 8:35:48 AM

LAST REVISION	REVISION	DESCRIPTION:				
11/01/20			FDOT	FY 2022-23 STANDARD PLANS	SQUARE PRESTRESSED CONCRETE PILES - TYPICAL DETAILS & NOTES	INDEX 455-001	SHEET 1 of 1



ELEVATION

** See Note 4 on Index 455-002

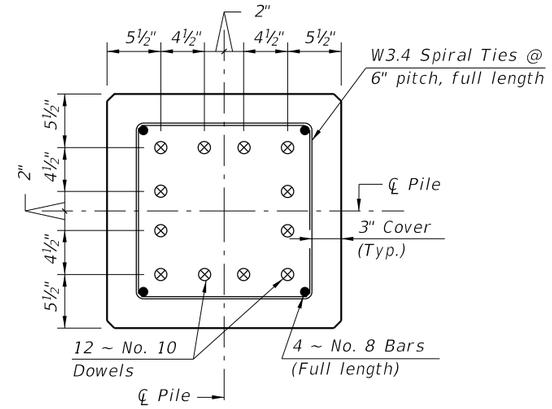


SECTION A-A

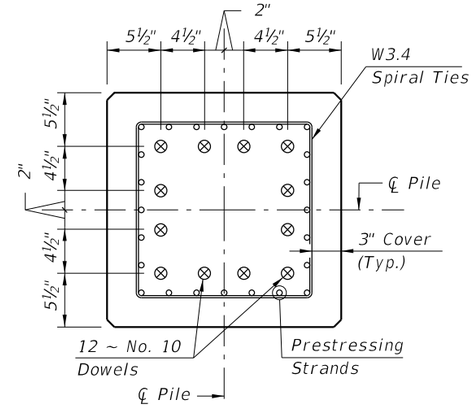
ALTERNATE STRAND PATTERNS

16 ~ 0.6" Ø, Grade 270 LRS, at 44 kips
20 ~ ½" Ø (Special), Grade 270 LRS, at 34 kips
24 ~ ½" Ø, Grade 270 LRS, at 31 kips

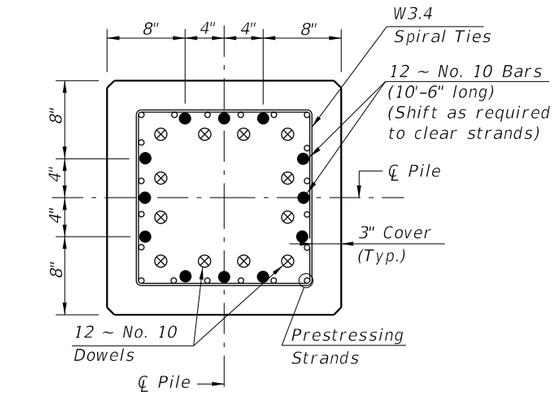
NOTES:
1. Work this Index with Index 455-001 – Typical Details and Notes for Square Prestressed Concrete Piles and Index 455-002 – Square Prestressed Concrete Pile Splices.
2. Any of the given Alternate Strand Patterns may be utilized. The strands shall be located as follows:
   Place one strand at each corner and place the remaining strands equally spaced between the corner strands.
   The total strand pattern shall be concentric with the nominal concrete section of the pile.



SECTION D-D
(See Non-Drivable Unforeseen Reinforced Precast Pile Splice Detail)



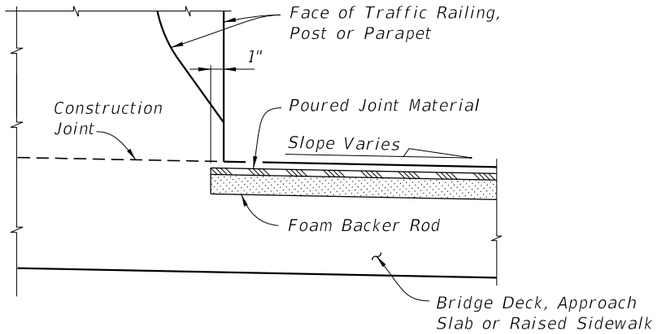
SECTION E-E
(See Drivable Prestressed Precast Pile Splice Detail)



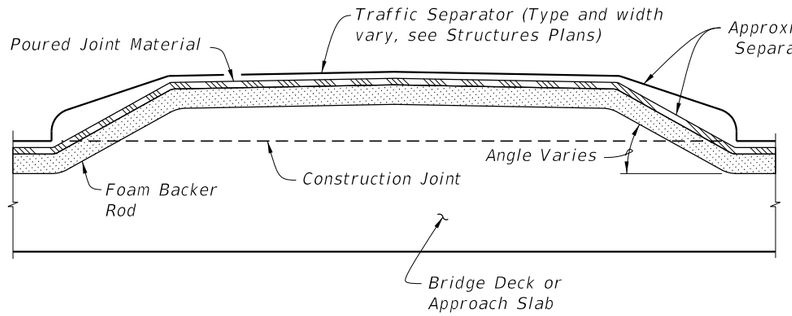
SECTION F-F
(See Drivable Preplanned Pile Splice Detail)

9/23/2021 8:38:16 AM

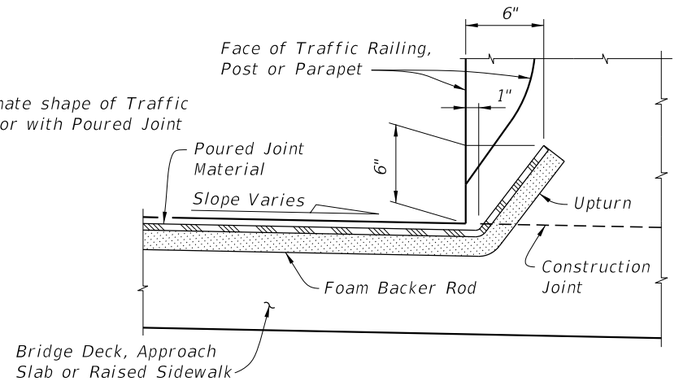
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
01/01/12			FDOT FY 2022-23 STANDARD PLANS	24" SQUARE PRESTRESSED CONCRETE PILE	455-024	1 of 1



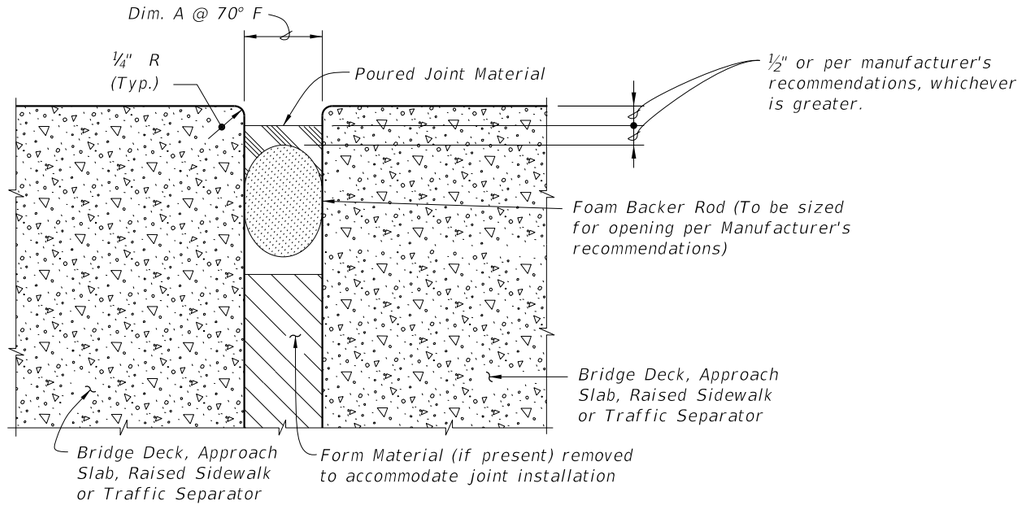
PARTIAL SECTION ALONG ℄ JOINT
JOINT TREATMENT AT HIGH SIDE OF
DECK WITH SLOPES 1% OR GREATER



PARTIAL SECTION ALONG ℄ JOINT,
JOINT TREATMENT AT TRAFFIC SEPARATOR



PARTIAL SECTION ALONG ℄ JOINT
JOINT TREATMENT AT LOW SIDE OF DECK OR
HIGH SIDE OF DECK WITH SLOPES < 1%



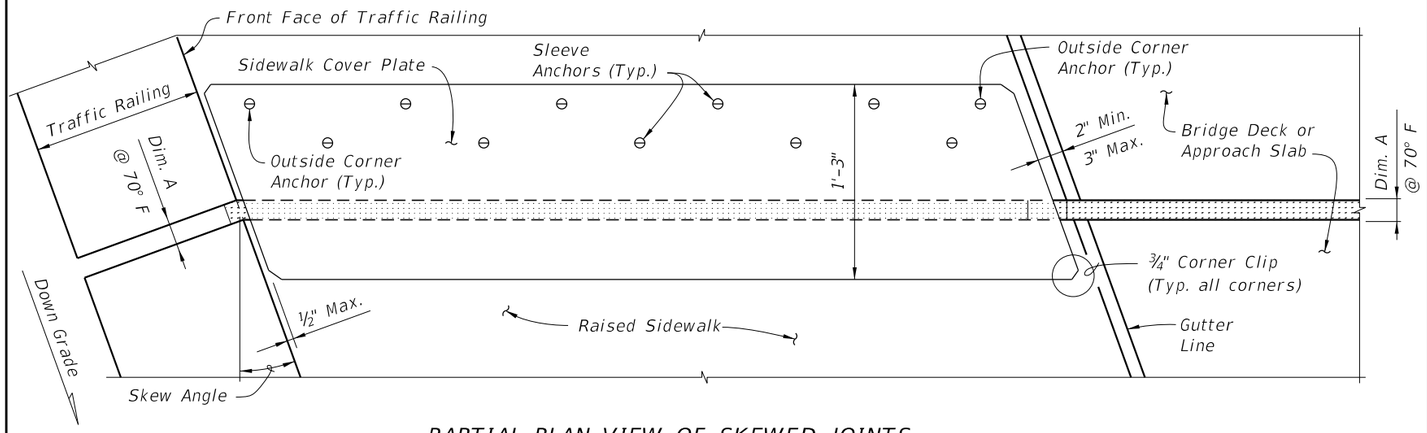
TYPICAL SECTION THRU JOINT

GENERAL NOTES:

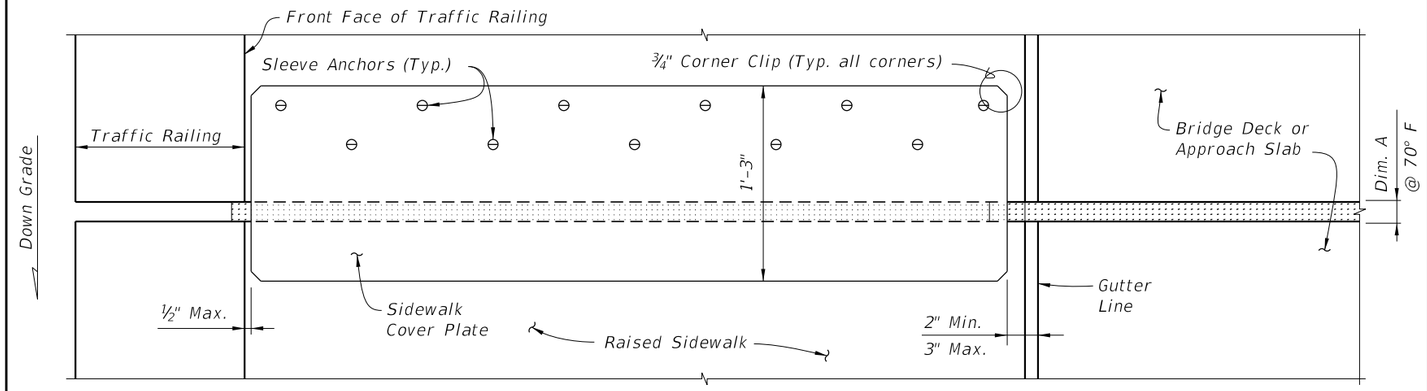
1. Furnish and install Poured Joint With Backer Rod Expansion Joint Systems in accordance with Specification Sections 458 and 932 using Type D silicone sealant material.
2. Refer to the Structures Plans, Poured Expansion Joint Data Table for Dim. A @ 70° F.

9/23/2021 8:50:20 AM

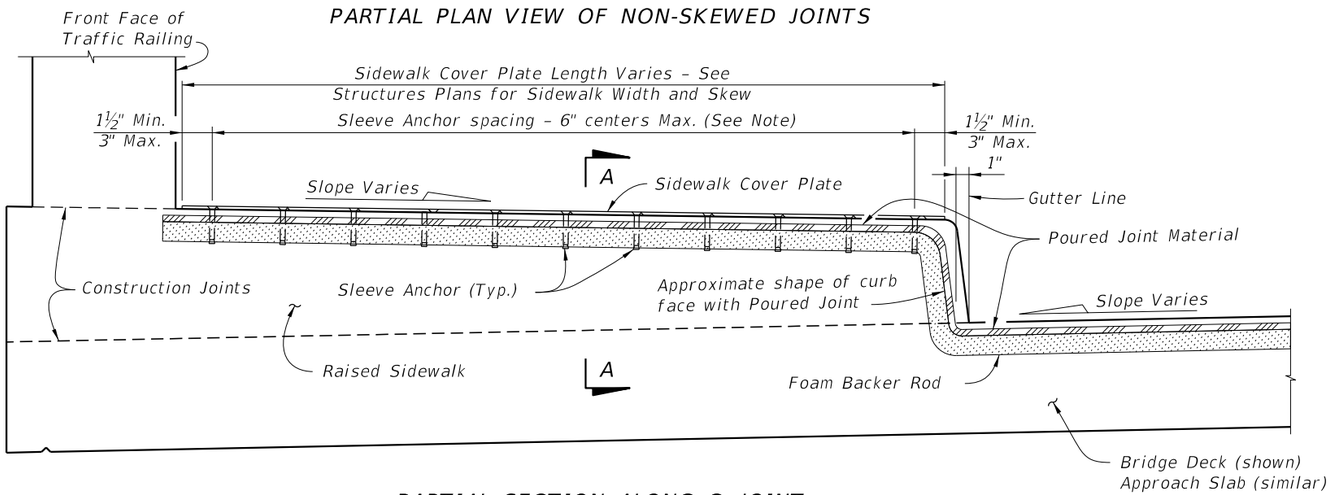
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	EXPANSION JOINT SYSTEM - POURED JOINT WITH BACKER ROD	INDEX	SHEET
07/01/14						458-110	1 of 2



PARTIAL PLAN VIEW OF SKEWED JOINTS

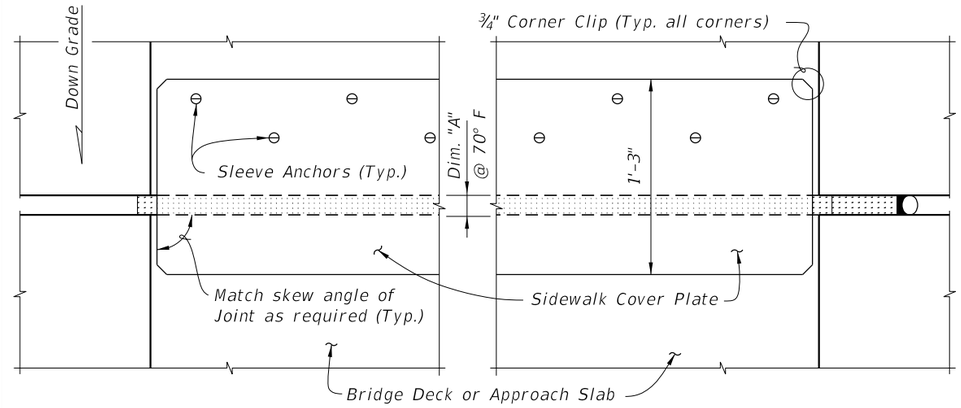


PARTIAL PLAN VIEW OF NON-SKEWED JOINTS

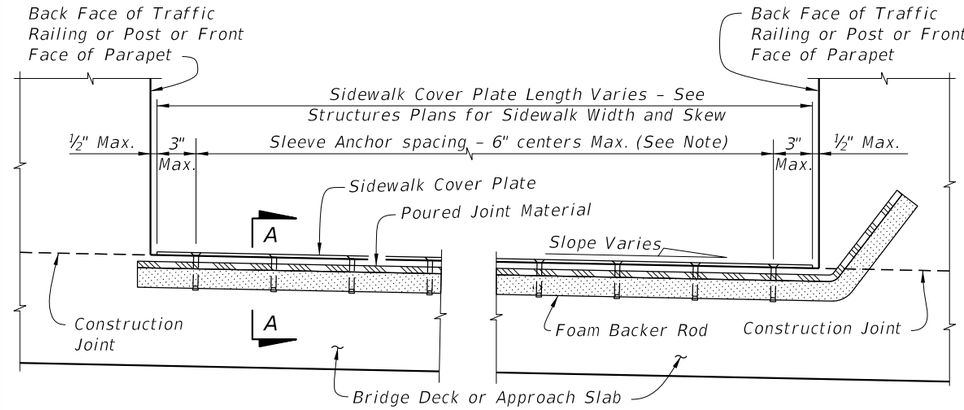


PARTIAL SECTION ALONG ℄ JOINT

RAISED SIDEWALK DETAIL

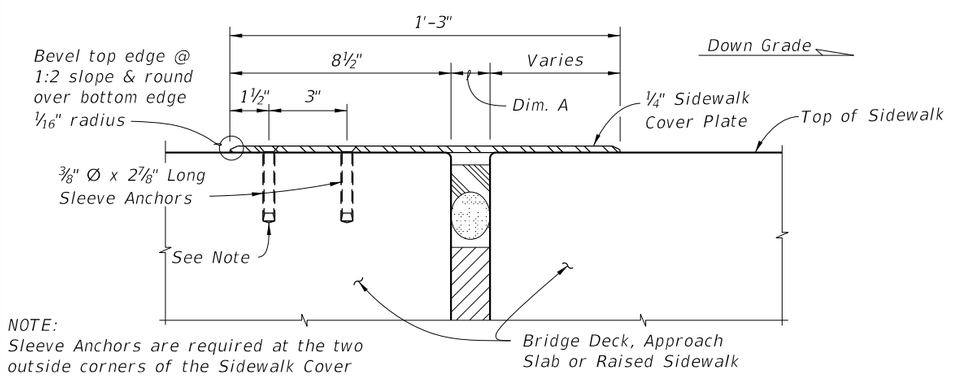


PARTIAL PLAN VIEW



PARTIAL SECTION ALONG ℄ JOINT

FLUSH SIDEWALK DETAIL

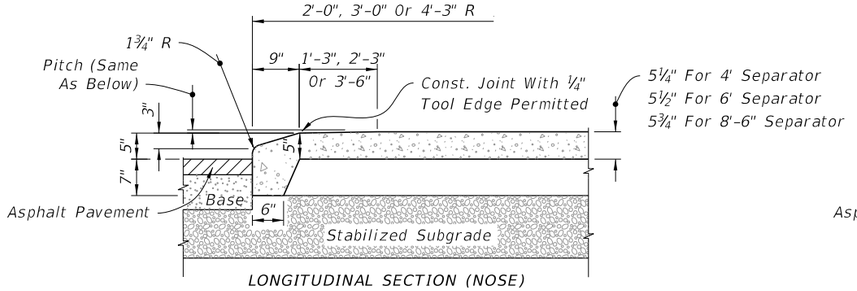


NOTE:
Sleeve Anchors are required at the two outside corners of the Sidewalk Cover Plate. Space Sleeve Anchors uniformly between the corner anchors.

SECTION A-A

9/23/2021 8:50:21 AM

LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT FY 2022-23 STANDARD PLANS	EXPANSION JOINT SYSTEM - POURED JOINT WITH BACKER ROD	INDEX 458-110	SHEET 2 of 2



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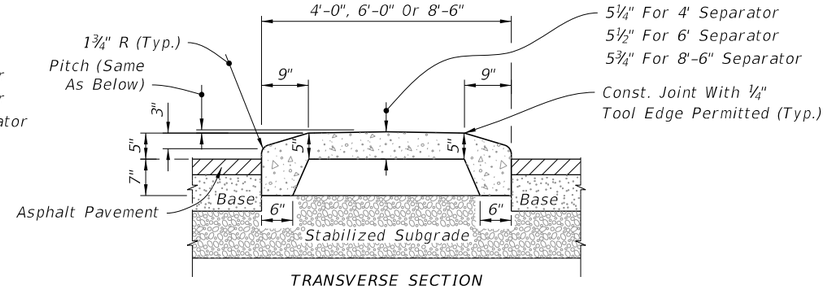

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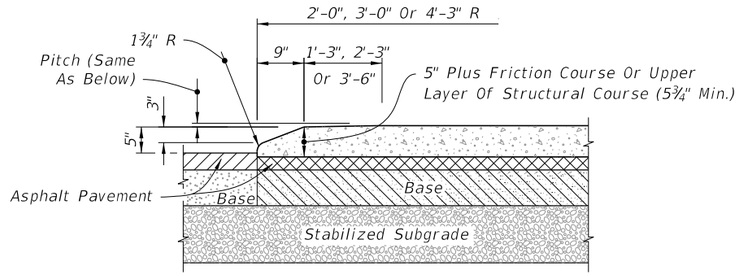

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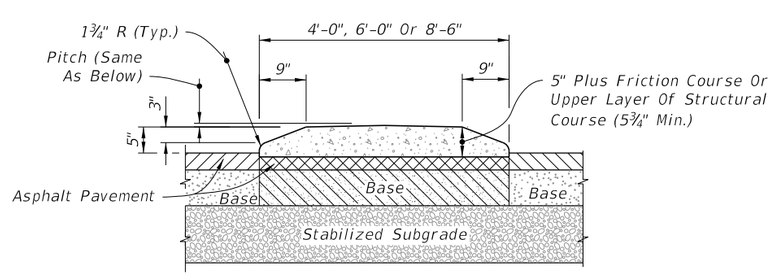

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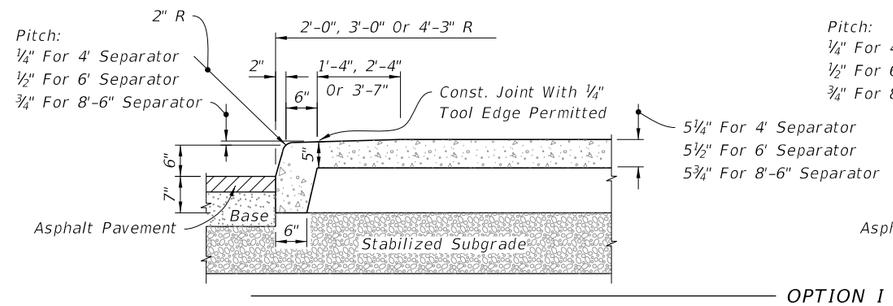
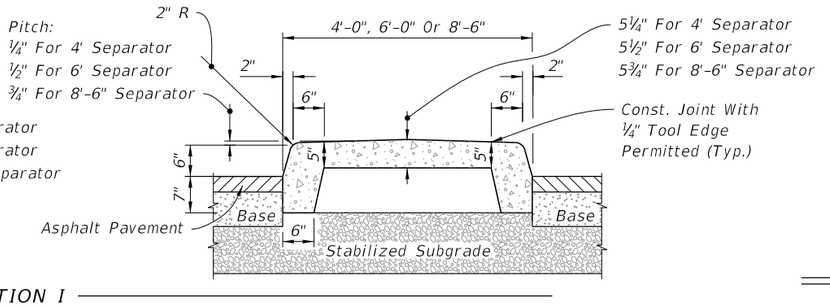
OPTION II

TYPE I - CONCRETE TRAFFIC SEPARATOR





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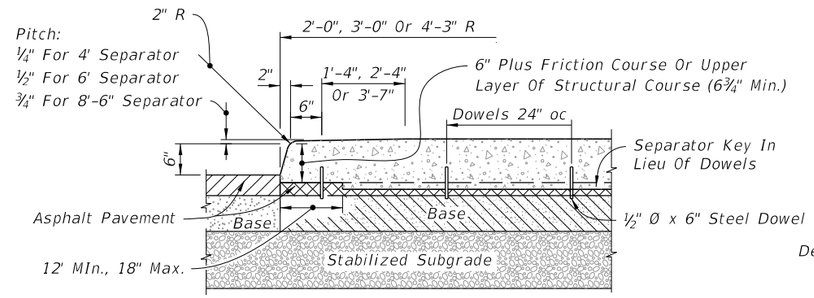
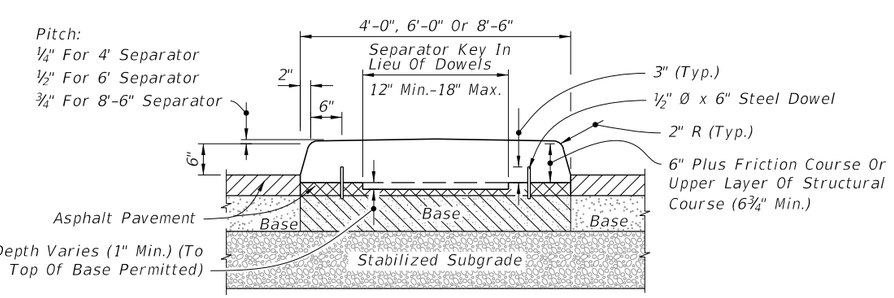
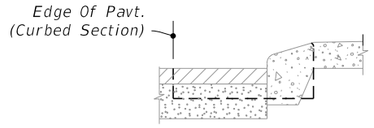




OPTION II

TYPE IV - CONCRETE TRAFFIC SEPARATOR



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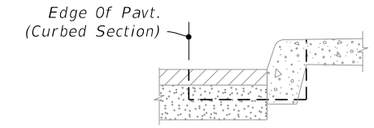
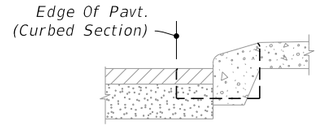


TYPE F

CURB AND GUTTER



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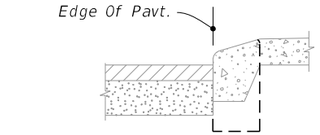

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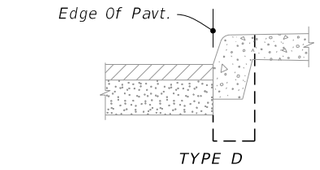

TYPE D

CURB

MEDIAN CURB AND TRAFFIC SEPARATOR JUNCTURE DETAILS

(Option I Separator Shown, For Curb Details see Index 520-001)

NOTES:

1. Separators Type I and IV are to be used with flexible pavement. Separators Types II and V are to be used with rigid pavement.
2. Either Option I or Option II may be used for Types I and IV separators except when a specific option is called for in the Plans.
3. For all separators provide ⅛"- ¼" contraction joints at 10' centers (max.). Contraction joints adjacent to concrete pavement on tangents and flat curves to match the pavement joints, with intermediate joints not to exceed 10' center.

ROADWAY INSTALLATIONS - FLEXIBLE PAVEMENT

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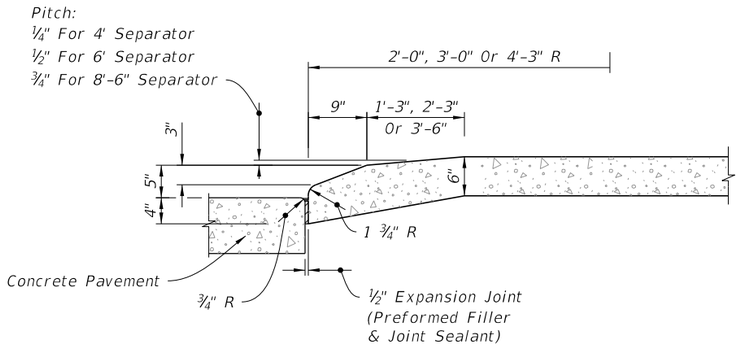

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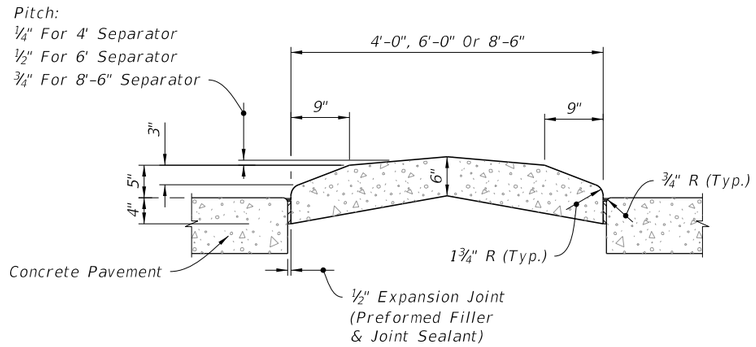
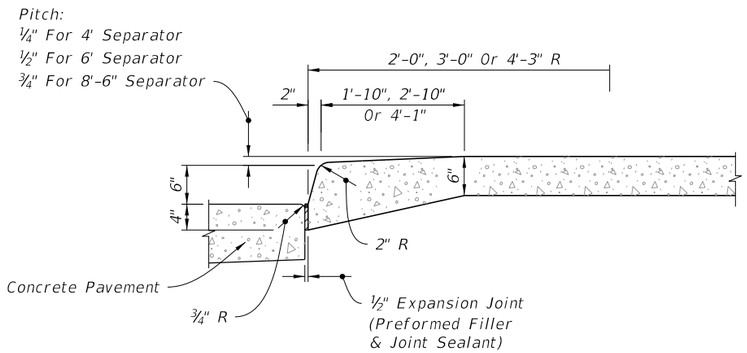


TRANSVERSE SECTION

TYPE II - CONCRETE TRAFFIC SEPARATOR



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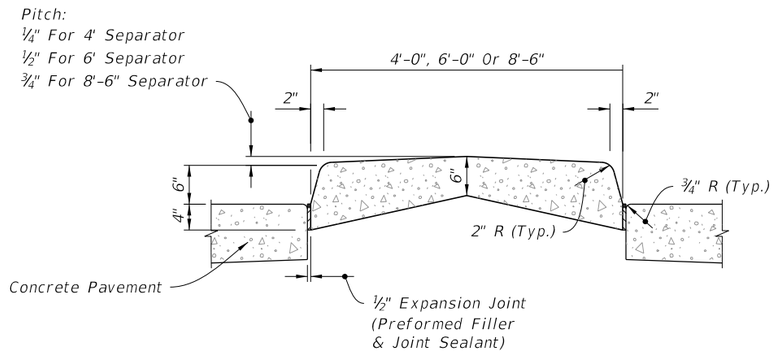
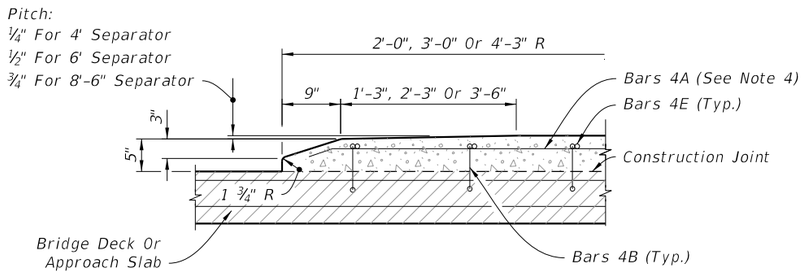


TRANSVERSE SECTION

TYPE V - CONCRETE TRAFFIC SEPARATOR



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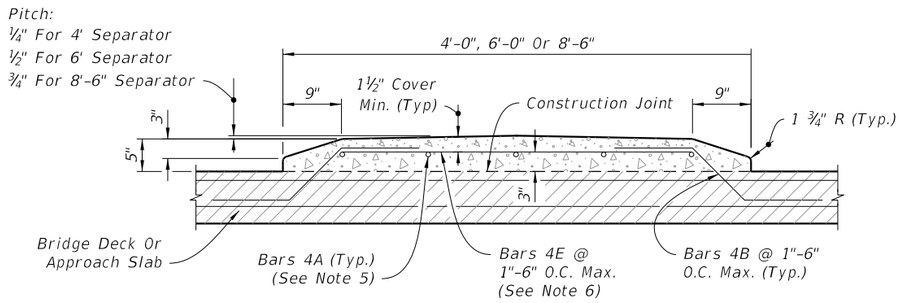

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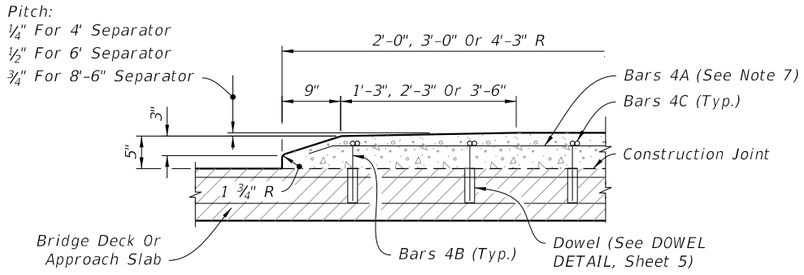
OPTION I



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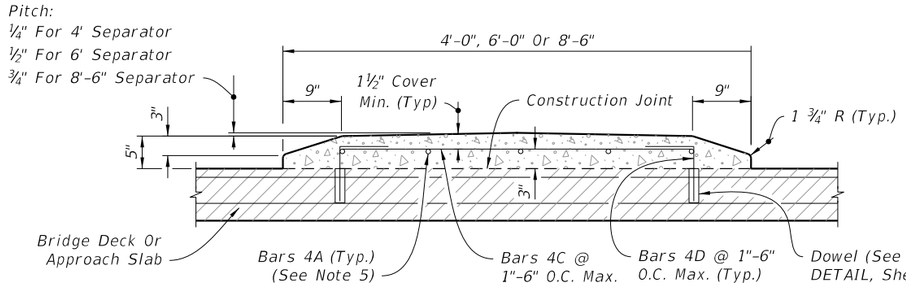
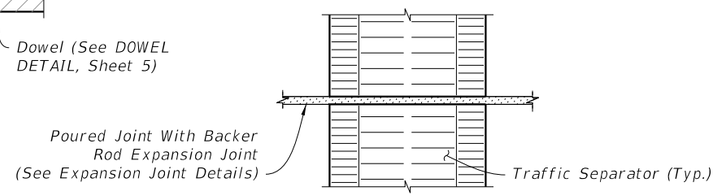


TRANSVERSE SECTION

OPTION II

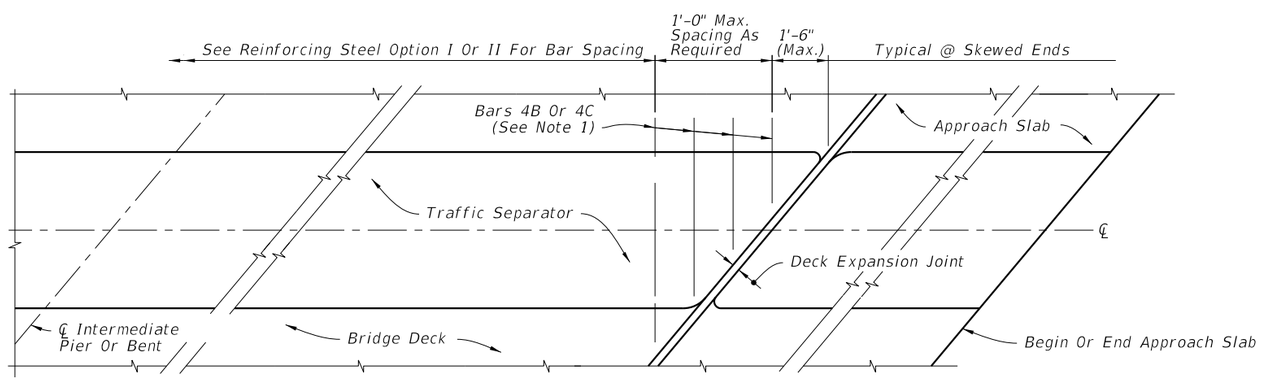
NOTES:

1. Traffic Separator transverse reinforcement adjacent to deck expansion joints shall be field adjusted to maintain clearance and spacing. Bars shall be field cut as shown, bars may be rotated to maintain clearance.
2. Traffic Separator ends at deck expansion joints shall follow the deck joint limits. Drainage joints and b" V-Grooves shall be placed perpendicular or radial to the ℄ of the Traffic Separator. See Structures Plans, Superstructure and Approach Slab Sheets for details.
3. See Structures Plans, Superstructure Sheets for actual dimensions and joint orientation.
4. Option II is not permitted on bridge decks with prestressing steel.
5. Bar Spacing:
   4'-0" @ 3 equal spaces (continuous)
   6'-0" @ 5 equal spaces (continuous)
   8'-6" @ 7 equal spaces (continuous)
6. At the Contractor's option, a one piece bar my be substituted for Bars 4B and 4E.
7. Field bend and cut rebar as required to maintain cover.



REINFORCING STEEL

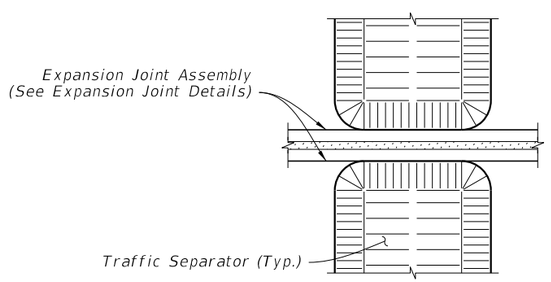
(Bridge Deck SHown, Approach Slab Similar)



SKEWED BRIDGE DECK AND APPROACH SLAB WITH TRAFFIC SEPARATOR

(Deck Expansion Joint at Begin or End Bridge Shown, Expansion Joint at ℄ Pier or Intermediate Bents Similar)

DETAIL AT POURED JOINT WITH BACKER ROD EXPANSION JOINTS



DETAIL AT EXPANSION JOINTS

(Strip Seal Shown, Other Armored Joint Types Similar)

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BRIDGE INSTALLATIONS - TYPE "E" CURB

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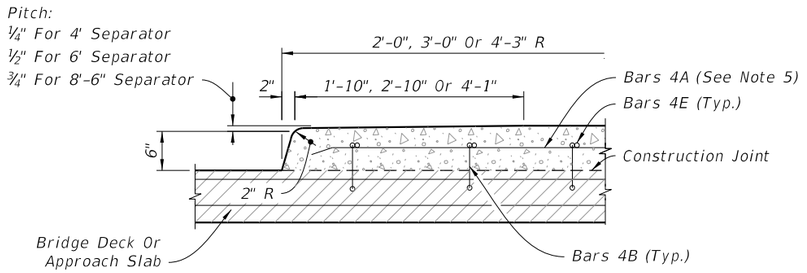

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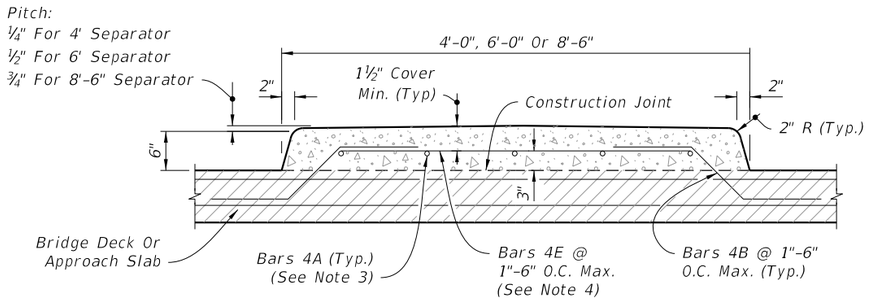
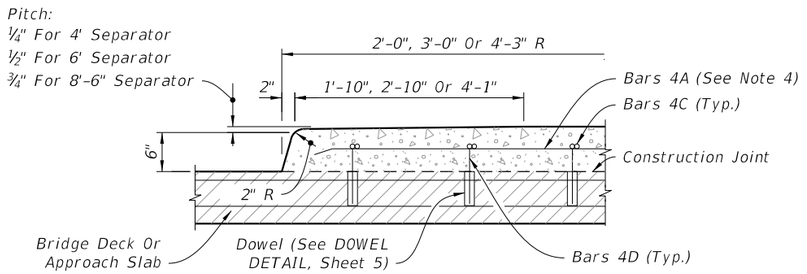


TRANSVERSE SECTION

OPTION I



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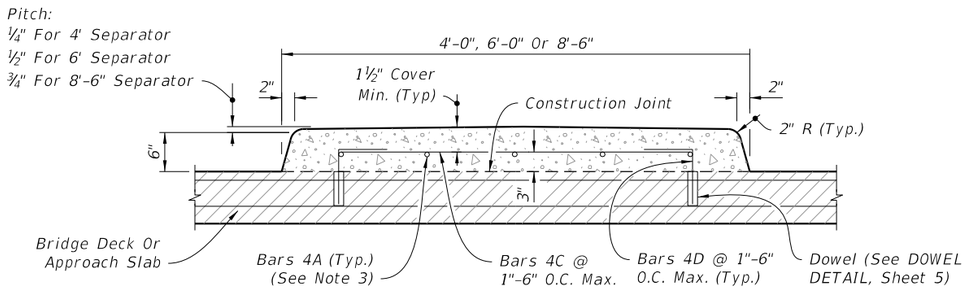


TRANSVERSE SECTION

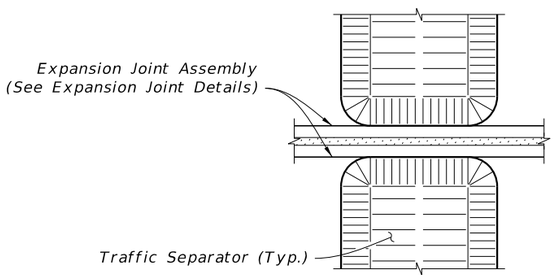
OPTION II

REINFORCING STEEL

(Bridge Deck Shown, Approach Slab Similar)

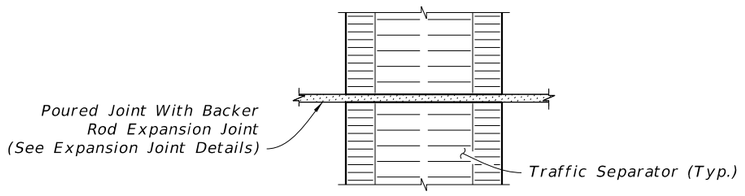
NOTES:

1. Treatment of separators on straight bridges shown. For additional notes and treatment of separators on skewed bridges, see Sheet 2.
2. Option II is not permitted on bridge decks with prestressing steel.
3. Bar Spacing:
   - 4'-0" @ 3 equal spaces (continuous)
   - 6'-0" @ 5 equal spaces (continuous)
   - 8'-6" @ 7 equal spaces (continuous)
4. At the Contractor's option, a one piece bar my be substituted for Bars 4B and 4E.
5. Field bend and cut rebar as required to maintain cover.



DETAIL AT EXPANSION JOINTS

(Strip Seal Shown, Other Armored Joint Types Similar)



DETAIL AT POURED JOINT WITH BACKER ROD EXPANSION JOINTS

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BRIDGE INSTALLATIONS - TYPE "F" CURB

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2022-23 STANDARD PLANS	TRAFFIC SEPARATORS	INDEX	SHEET
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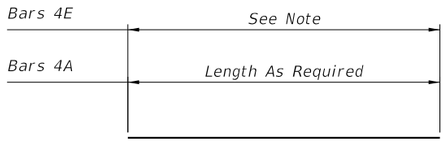
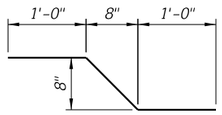
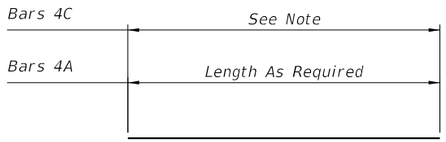


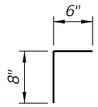


Bars 4A & 4E — Bar 4B

NOTE:
Length of Bars 4E is 2'-5" for 4'-0" Separator.
Length of Bars 4E is 4'-5" for 6'-0" Separator.
Length of Bars 4E is 6'-11" for 8'-6" Separator.

OPTION I





Bars 4A & 4C — Bar 4D

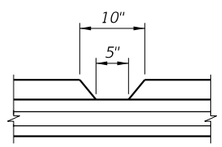
NOTE:
Length of Bars 4C is 2'-4½" for 4'-0" Separator.
Length of Bars 4C is 4'-4½" for 6'-0" Separator.
Length of Bars 4C is 6'-10½" for 8'-6" Separator.

OPTION II

REINFORCING STEEL NOTES:

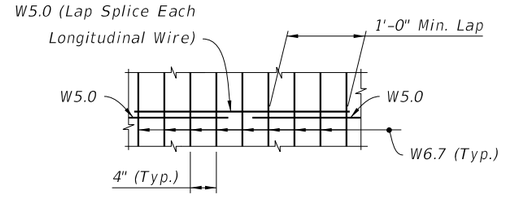
1. All dimensions are out to out.
2. The 8" vertical dimension shown for Bars 4B and 4D are based on a slab 8½" thick or greater without a wearing surface. If slab thickness is less than 8½", decrease this dimension by an amount equal to the difference in thickness. If a wearing surface is to be provided, increase this dimension by an amount equal to the wearing surface thickness.

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS



See Structures Plans, Superstructure Sheets for location(s) of drainage joints. Locations for drainage joints shall be limited to the constant width section of separator.

DRAINAGE JOINT DETAIL
(For 5" Opening Or Less)



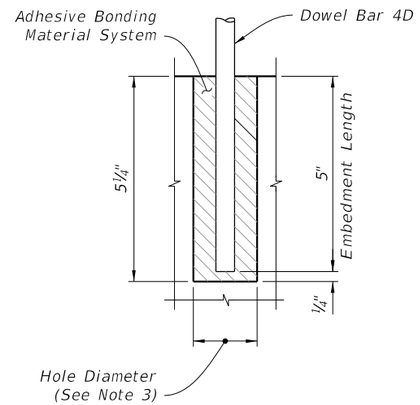
SPLICE DETAIL
(Between WWR 3 x 4 - W5.0 x W6.7 Sections)

OPTION A: Use Welded Wire Reinforcement 3 x 4 – W5.0 x W6.7 as required by plans in place of Bars 4A, 4B and 4E. Bend the Welded Wire Reinforcement to the dimensions of Bar 4B shown in the Bending Diagram for Reinforcing Steel Option I.

OPTION B: Use Welded Wire Reinforcement 3 x 4 – W5.0 x W6.7 as required by plans in place of Bars 4A and 4C shown in Reinforcing Steel Option II.

NOTE: Welded Wire Reinforcement to consist of smooth wire meeting the requirements of Specification 931.

ALTERNATE REINFORCING STEEL DETAILS
(Welded Wire Reinforcement)



DOWEL NOTES:
1. Shift Dowel Holes to clear if existing reinforcement is encountered.
2. Provide and install an adhesive bonding material system in accordance with Specifications 416 and 937.
3. The dowel hole diameter is to meet adhesive bonding material system manufacturer's requirements.

DOWEL DETAIL

ESTIMATED TRAFFIC SEPARATOR QUANTITIES:

CONCRETE:
CONSTANT WIDTH OF SEPARATOR:

	TYPE "E"	TYPE "F"
4'-0"	Width = 0.056 CY per Ft.	– 0.072 CY per Ft.
6'-0"	Width = 0.089 CY per Ft.	– 0.112 CY per Ft.
8'-6"	Width = 0.132 CY per Ft.	– 0.164 CY per Ft.

NOSE:

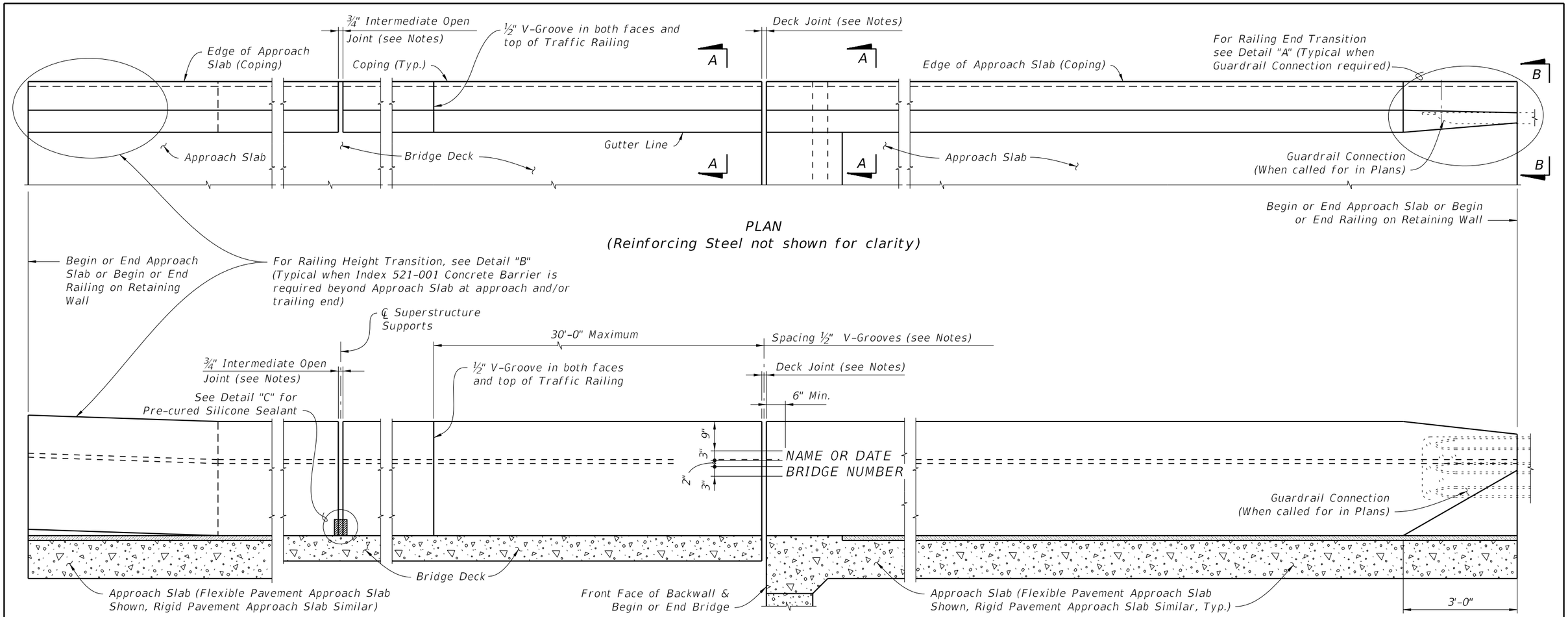
	TYPE "E"		TYPE "F"
4'-0"	Width = 0.080 CY	–	0.109 CY
6'-0"	Width = 0.193 CY	–	0.257 CY
8'-6"	Width = 0.403 CY	–	0.536 CY

REINFORCING STEEL:
(All quantities are based on an 8½" slab.)

OPTION I:
4'-0" Width – 6.37 Lbs. per Ft.
6'-0" Width – 8.60 Lbs. per Ft.
8'-6" Width – 11.05 Lbs. per Ft.

OPTION II:
4'-0" Width – 4.77 Lbs. per Ft.
6'-0" Width – 7.00 Lbs. per Ft.
8'-6" Width – 9.45 Lbs. per Ft.

BRIDGE INSTALLATIONS - TYPE "E" AND "F" CURB



ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)
(Railing on Bridge Deck and Approach Slab shown, Railing on Retaining Wall similar)

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

1. Materials: See Structures Plans, General Notes
2. Guardrail Connection Details: See Index 536-001
3. Superelevation: Traffic Railings on Superelevated 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.
4. Name, Date & Bridge Number: Place the Name and Bridge Number on the Traffic Railing on the driver's right side when approaching the bridge. Place the Date on the driver's left side when approaching the bridge. Use the Name as shown in the General Notes of the Structures Plans. The Date is the year the bridge is completed. For a widening when the existing railing is removed, use both the date on the removed rail and the year of the widening. Form letters and figures with ⅜" V-Grooves using preformed letters and figures. Black plastic letters and figures 3" tall may be used, if approved by the Engineer.
5. Open Joints: See the Superstructure Plans, Approach Slab and Retaining Wall Sheets for Deck Joint dimensions and orientation. Provide Open Railing Joints matching the dimensions of the Deck Joint at Deck Expansion Joint locations.
   A. For treatment of railings on skewed bridges see Sheet 3.
6. Open Joints: Provide ¾" Open Joints at:
   A. Superstructure supports where the slab is continuous.
   B. At ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.
7. V-Grooves: Construct ½" V-Grooves plumb. Space V-Grooves equally between ¾" Open Joints and/or Deck Joints and the at V-Groove locations on the Retaining Wall footing/junction slabs.
8. Barrier Delineators: Install Barrier Delineators on top of the Traffic Railing 2" from the face of the traffic side in accordance with Specification Section 705. Match the Barrier Delineator to the color (white or yellow) of the near edgeline.
9. Traffic Railing Transitions:
   A. Transition to guardrail: see Detail "A" and View B-B.
   B. Transition to 38" Concrete Barriers: See Detail "B" and View C-C.
10. See Superstructure Plans for drainage slot locations and size (when required)
11. For embedded conduit and junction boxes see Index 630-010. For Traffic Railings with Pedestrian/Bicycle Bullet Railings see Index 515-021 and 515-022 for notes, details and post spacing.

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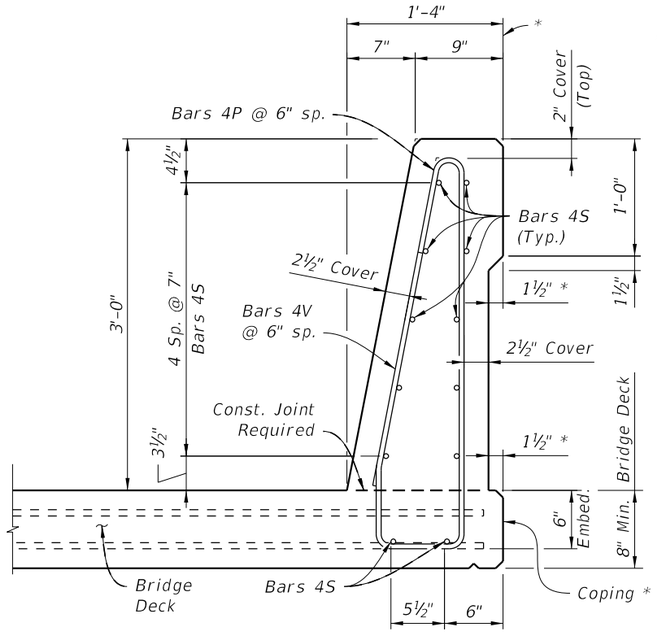
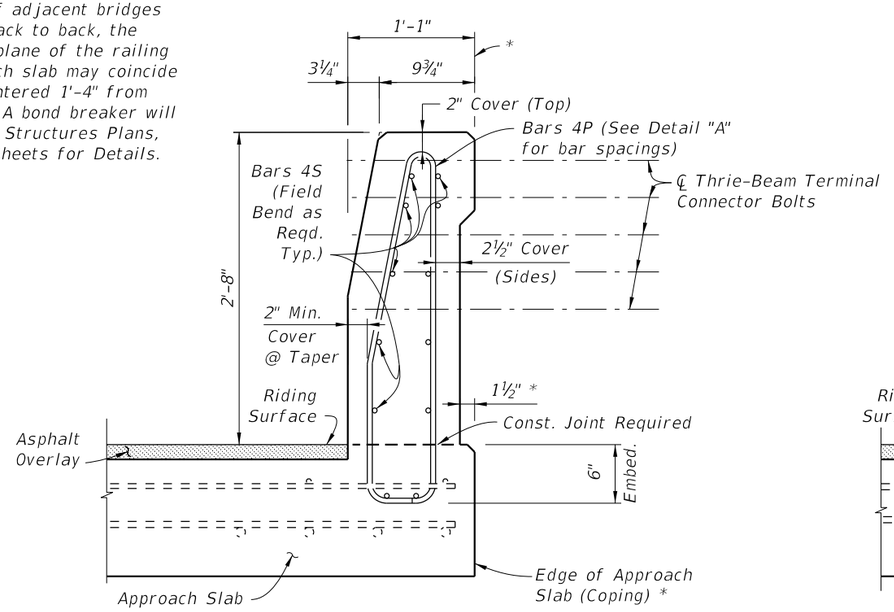
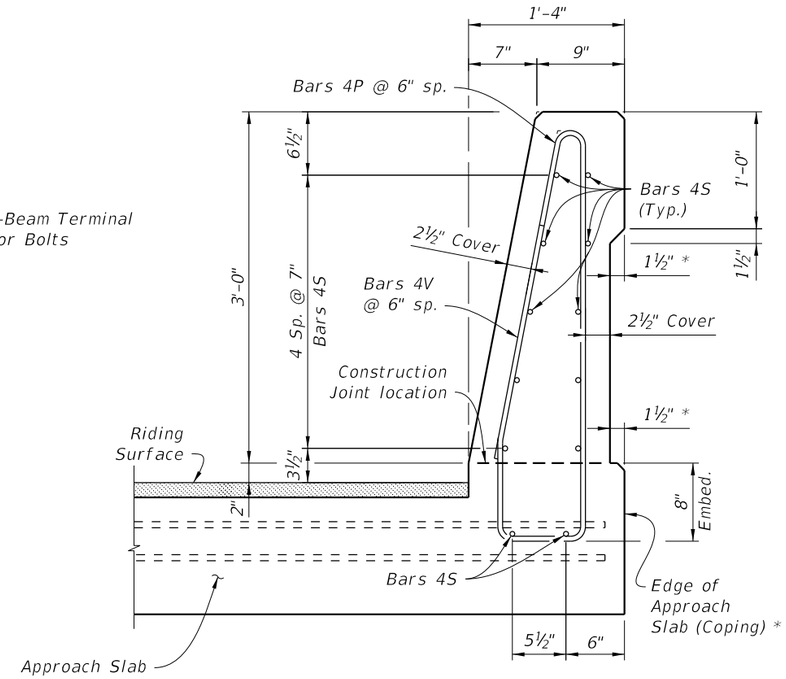
11/01/20					521-427	1 of 5



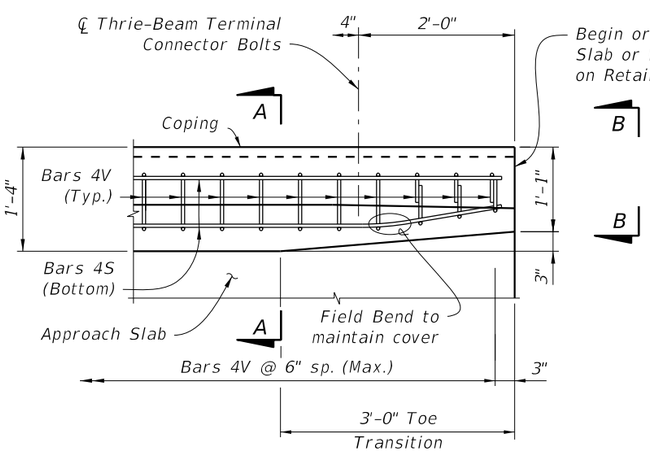
* Where railings of adjacent bridges are to be built back to back, the outside vertical plane of the railing and deck/approach slab may coincide along a plane centered 1'-4" from each gutter line. A bond breaker will be required. See Structures Plans, Superstructure Sheets for Details.



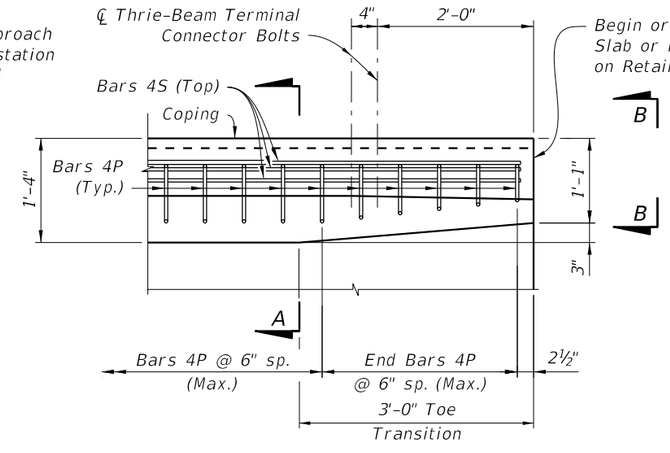
VIEW B-B
END TRANSITION
(Section thru Approach Slab shown, Section thru Retaining Walls similar)



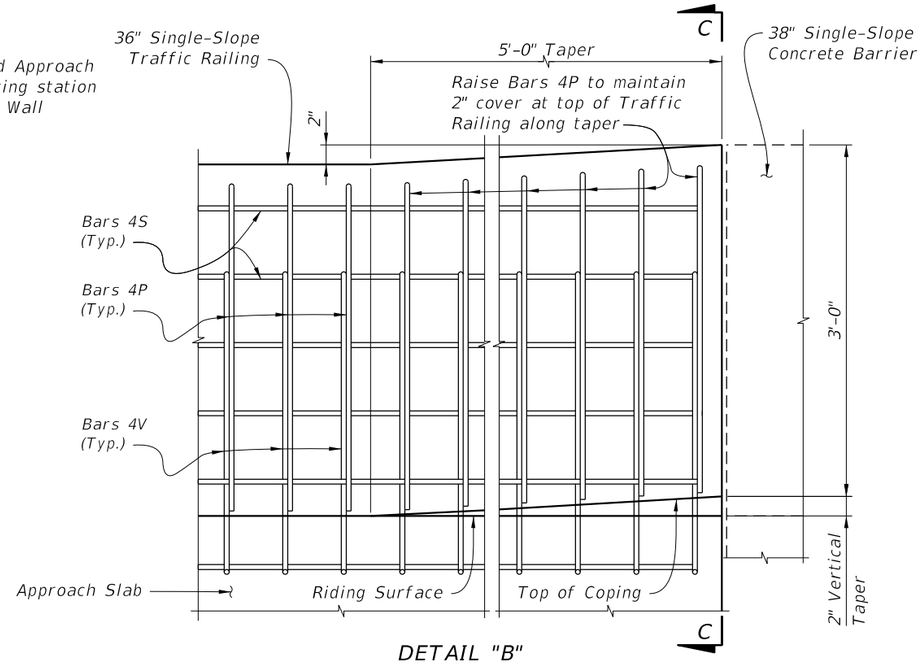
VIEW C-C
HEIGHT TRANSITION



PLAN - RAILING END TRANSITION
(Showing Bars 4V and 4S)



PLAN - RAILING END TRANSITION
(Showing Bars 4P and 4S)



DETAIL "B"
ELEVATION - RAILING HEIGHT TRANSITION
(Showing Transition to Index 521-001 38" Single-Slope Concrete Barrier)

DETAIL "A"

NOTES: Omit Detail "A" and provide Detail "B" if Index 521-001 Concrete Barrier is used beyond the Approach Slab; See Structures Plans, Plan and Elevation Sheet and Roadway Plans.
Detail "B" is not required when transitioning to Index 521-610.
If Transitions A or B are not required, extend Typical Section to end of the Approach Slab.

9:24:05 AM
9/23/2021

LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2022-23 STANDARD PLANS	TRAFFIC RAILING - (36" SINGLE-SLOPE)	INDEX	SHEET
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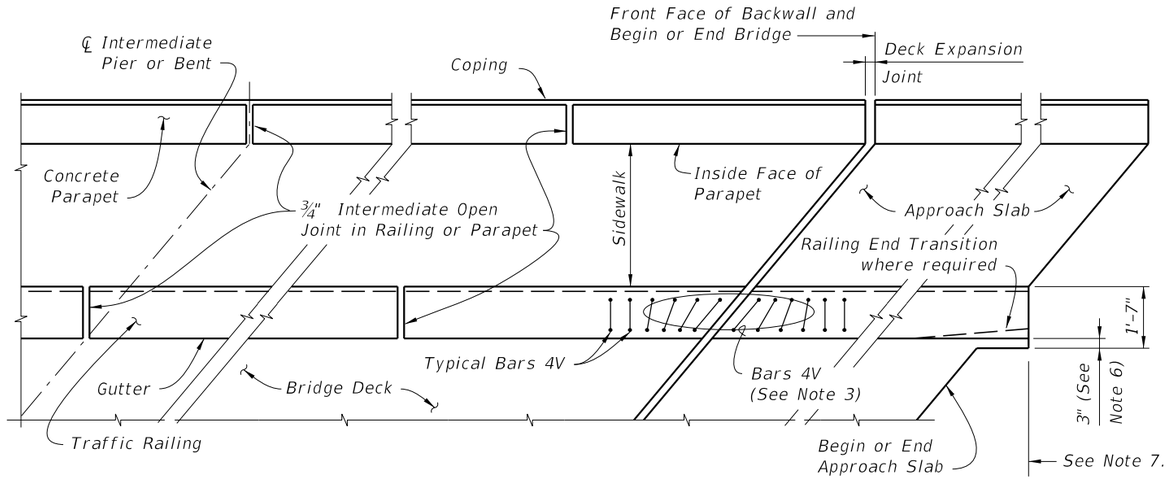
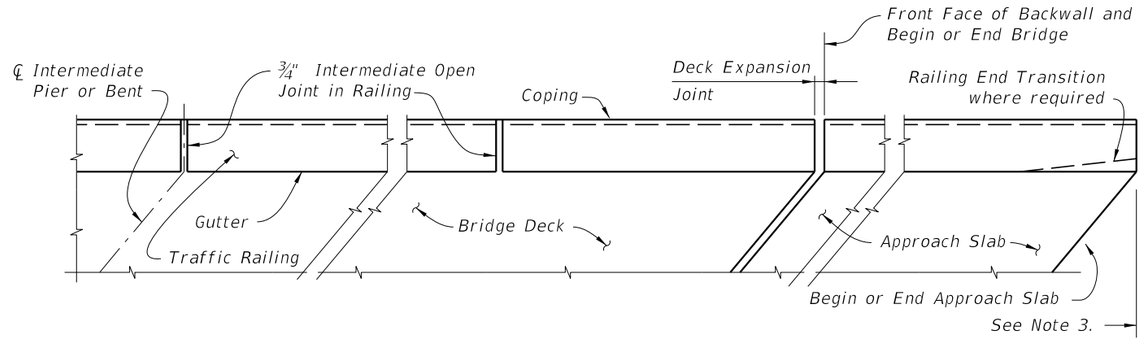


PARTIAL PLAN VIEW OF SKEWED BRIDGE DECK AND APPROACH SLAB WITH SIDEWALK, SINGLE-SLOPE TRAFFIC RAILING AND PEDESTRIAN/BICYCLE RAILING INDEX 521-820 or 521-825, OTHER TRAFFIC RAILINGS SIMILAR

NOTES:
1) Concrete Parapet reinforcement is not effected by skew angle, see Index 521-820 for details.
2) Parapet expansion joint shall match the deck expansion joint which shall be turned perpendicular or radial to the gutter line. See Structures Plans, Superstructure Sheets for details.
3) Traffic Railing reinforcement vertical Bars 4V & 4P may be shifted up to 1" (Max.) and rotated up to 10 degrees as required to allow proper placement. Bars 4V adjacent to expansion joints shall be field adjusted to maintain clearance and spacing, extra Bars 4V will be required. Cut bottom horizontal portion of 4V Bars to maintain maximum horizontal length to each vertical leg being placed. Discard the remainder of the bar. Rotate cut bars to maintain clearance.
4) Railing ends at deck expansion joints shall follow the deck joint with allowance for joint movement. Expansion joint at the inside face of parapet shall be turned perpendicular or radial to this line. See Structures Plans, Superstructure and Approach Slab Sheets for details.
5) ¾" Intermediate Open Joints and V-Grooves in railing and parapet shall be placed perpendicular or radial to the gutter line or inside face of parapet line. See Structures Plans, Superstructure Sheets for locations.
6) At begin or end approach slab extend slab at the railing ends 3" (gutter side or back face of railing as required) as shown to provide a base for casting of the railing. Field trim toe of Bars 4V by 1 inch as required to maintain concrete cover at edge of deck.
7) When Guardrail is shown on the approach, begin placing Railing Bars 4P and 4V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 4P and 4V shall be made immediately adjacent to Begin or End Bridge.



PARTIAL PLAN VIEW OF SKEWED BRIDGE DECK AND APPROACH SLAB WITH SINGLE-SLOPE TRAFFIC RAILING, OTHER TRAFFIC RAILINGS SIMILAR

NOTES:
1) Railing expansion joint shall match the deck expansion joint which shall be turned perpendicular or radial to the gutter line. See Structures Plans, Superstructure Sheets for details.
2) ¾" Intermediate Open Joints and ½" V-Grooves in railing shall be placed perpendicular or radial to the gutter line. See Structures Plans, Superstructure and Approach Slab Sheets for locations.
3) When Guardrail is shown on the approach, begin placing Railing Bars 4P and 4V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 4P and 4V shall be made immediately adjacent to Begin or End Bridge.

GENERAL NOTES:
1) Work this Sheet with Traffic Railing, Pedestrian/Bicycle Railing, and Approach Slab Indexes as applicable.
2) Deck Expansion Joint at begin or end bridge shown. Deck Expansion Joints at ℄ Pier or Intermediate Bents are similar.
3) 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.
4) Railings on Raised Sidewalks shall be treated similar to the Partial Plan View of Bridge Deck with Traffic Railing.
5) 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. When clipping is required, supplement horizontal elements by lap splicing with deformed bars having an equivalent area of steel.

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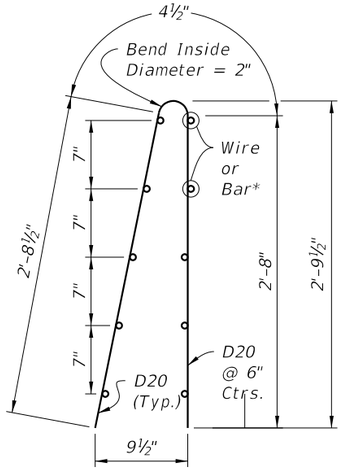
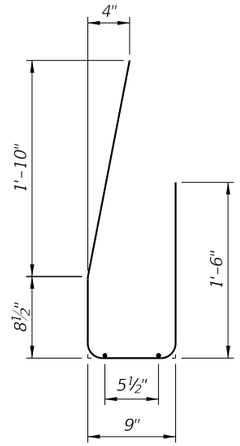
ALTERNATE REINFORCING STEEL (WWR) DETAILS

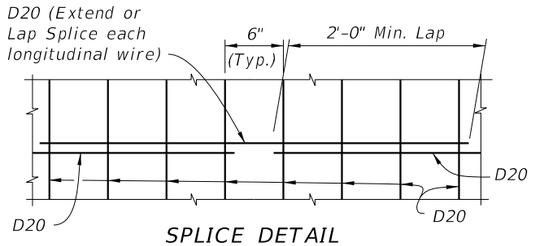


WWR Piece No. 2

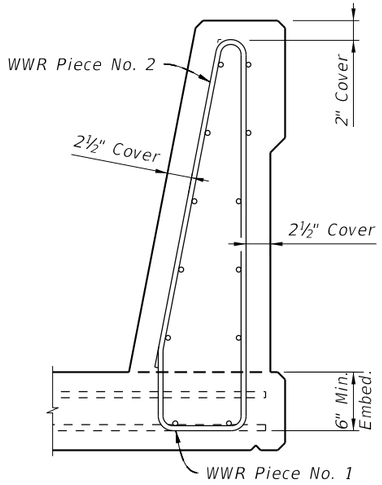
* Longitudinal D20 Wires or #4 Bars may be tied.



WWR Piece No. 1



SPLICE DETAIL
(Between WWR Sections)



WELDED WIRE REINFORCEMENT NOTES:

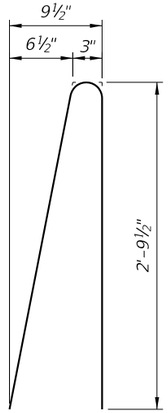
1. At the option of the Contractor deformed Welded Wire Reinforcement (WWR) may be utilized in lieu of all Bars 4P, 4S and 4V. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.
2. WWR at Railing End Transition shall be field bent inward as required (Piece 2) to maintain cover. The bottom of the vertical wires (D20) in Piece 2 shall be cut a maximum of 4 inches and the gutter side portion bent inward as required to allow placement.

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

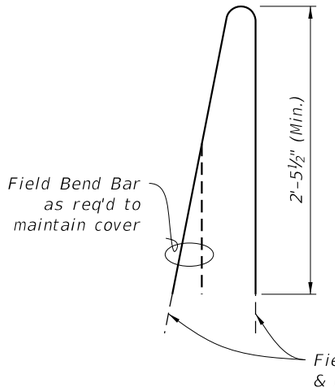
ROADWAY CROSS-SLOPE	LOW GUTTER	HIGH GUTTER
	ØB	ØB
0% to 2%	90°	90°
2% to 6%	87°	93°
6% to 10%	84°	96°

ØB shall be 90° if Contractor elects to place railing perpendicular to the deck and approach slabs.

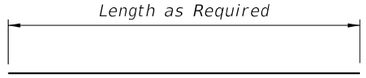
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
P	4	5'-11"
S	4	As Reqd.
V	4	4'-10"



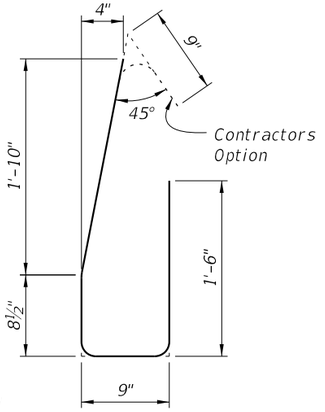
STIRRUP BAR 4P



END STIRRUP BAR 4P
To Be Field Cut
and Bent



BAR 4S

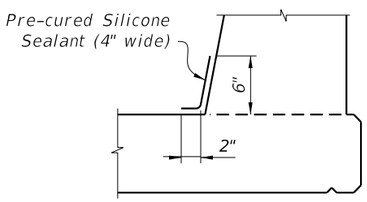


BAR 4V

END TRANSITION BAR 4V
Field Cut and Lapped

REINFORCING STEEL NOTES:

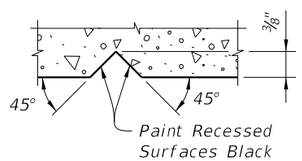
1. All bar dimensions in the bending diagrams are out to out.
2. The 8½" vertical dimensions shown for Bar 4V is based on a 6" embedment into the bridge deck without a raised sidewalk. If a raised sidewalk is to be provided, increase this dimension to achieve a 6" minimum embedment into the bridge deck. See Structures Plans, Superstructure and Approach Slab Sheets.
3. All reinforcing steel at the open joints shall have a 2" minimum cover.
4. Bars 4S may be continuous or spliced at the construction joints. Bar splices for Bars 4S shall be a minimum of 2'-0".



DETAIL "C" - SECTION
AT INTERMEDIATE OPEN JOINT

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. Include the cost of the Pre-cured Silicone Sealant in the Contract Unit Price for the Traffic Railing.



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

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.107
Reinforcing Steel	LB/LF	24.78

(The above quantities are based on a 2% deck cross slope; railing on low side of deck.)

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	TRAFFIC RAILING - (36" SINGLE-SLOPE)	INDEX	SHEET
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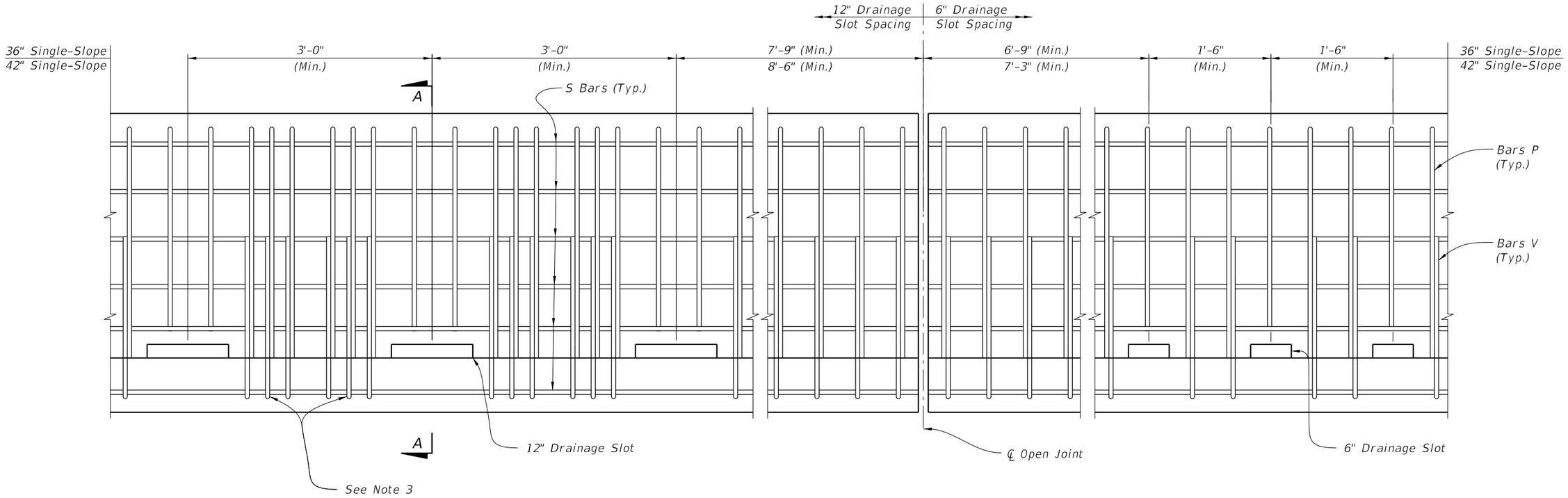
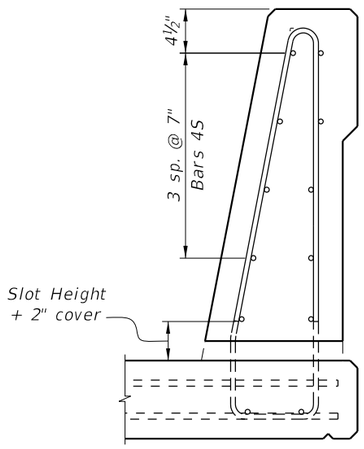


ELEVATION



SECTION A-A
36" Single-Slope Shown
Other traffic railings similar

DRAINAGE SLOT NOTES:

1. Use only when required for safety. See Plans for locations and size of drainage slots.
2. Maintain 2" minimum cover to all reinforcing. Trim P Bars over drainage slots and raise bottom S bars as necessary to maintain cover.
3. For slots greater than 6" in length, add additional vertical bars (V & P) on each side of the opening.
4. Drainage slot heights are 2" or 3". See the plans for size and location details.

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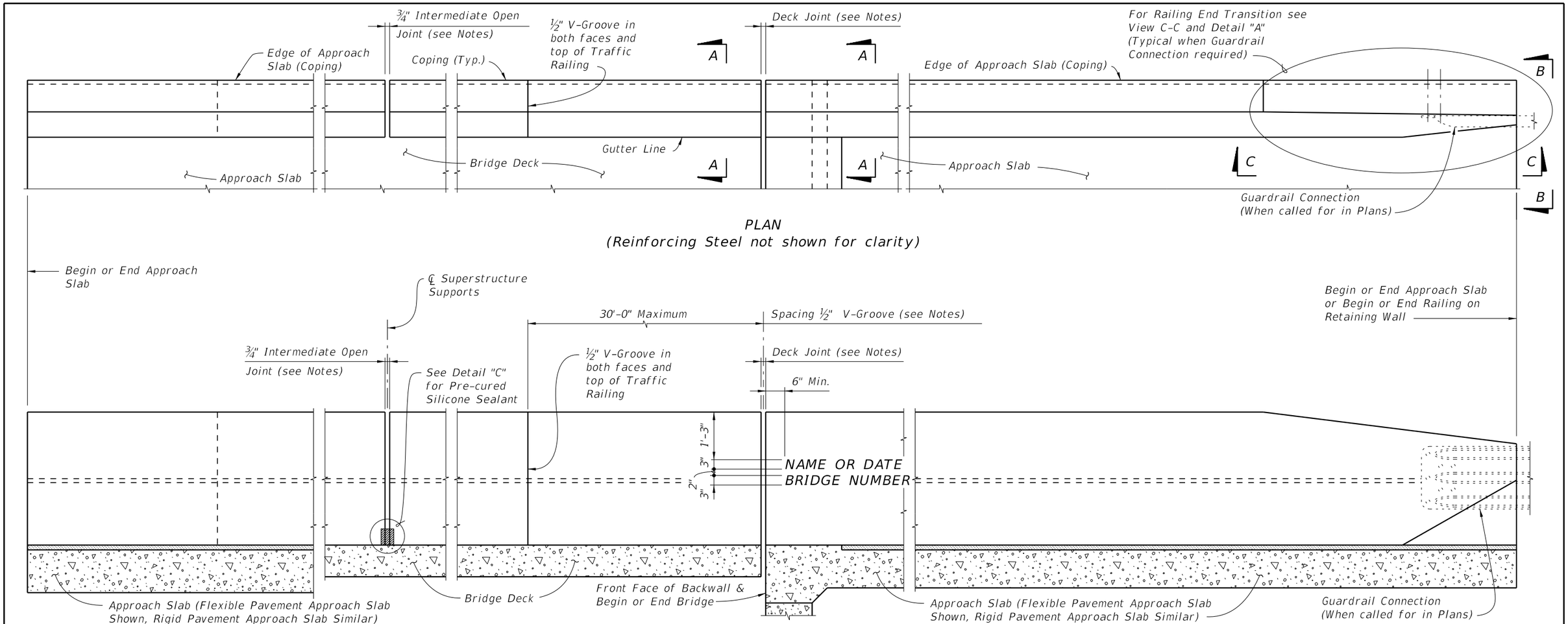
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	TRAFFIC RAILING - (36" SINGLE-SLOPE)	INDEX	SHEET
11/01/19						521-427	5 of 5



ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)
(Railing on Bridge Deck and Approach Slab shown, Railing on Retaining Wall similar)

CROSS REFERENCE:
For Section A-A, End View B-B and Detail "A" see Sheet 2.
For Detail "B" see Sheet 3.
For Detail "C" see Sheet 4.

TRAFFIC RAILING NOTES

1. Materials: See Structures Plans, General Notes
2. Guardrail Connection Details: See Index 536-001
3. Superelevation: Traffic Railings on Superelevated 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.
4. Name, Date & Bridge Number: Place the Name and Bridge Number on the Traffic Railing on the driver's right side when approaching the bridge. Place the Date on the driver's left side when approaching the bridge. Use the Name as shown in the General Notes of the Structures Plans. The Date is the year the bridge is completed. For a widening when the existing railing is removed, use both the date on the removed rail and the year of the widening. Form letters and figures with ⅜" V-Grooves using preformed letters and figures. Black plastic letters and figures 3" tall may be used, if approved by the Engineer.
5. Open Joints: See the Superstructure Plans, Approach Slab and Retaining Wall Sheets for Deck Joint dimensions and orientation. Provide Open Railing Joints matching the dimensions of the Deck Joint at Deck Expansion Joint locations.
   A. For treatment of railings on skewed bridges see Index 521-427 Sheet 3.
6. Open Joints: Provide ¾" Open Joints at:
   A. Superstructure supports where the slab is continuous.
   B. At ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.
7. V-Grooves: Construct ½" V-Grooves plumb. Space V-Grooves equally between ¾" Open Joints and/or Deck Joints and the at V-Groove locations on the Retaining Wall footing/junction slabs.
8. Barrier Delineators: Install Barrier Delineators on top of the Traffic Railing 2" from the face of the traffic side in accordance with Specification Section 705. Match the Barrier Delineator to the color (white or yellow) of the near edgeline.
9. Traffic Railing Transitions: See Plans for type and location
   A. Transition to guardrail: See Detail "A" and View B-B.
   B. Transition to 44" Roadway Concrete Barriers. See Detail "B" and View C-C.
   C. Transitions to 36" or 38" concrete barriers at end of approach slab: See Detail "C", View D-D and Section E-E.
10. Drainage Slots: See Superstructure Plans for drainage slot locations and size (if required). See Index 521-427 Sheet 5 for details.
11. Embedded conduit and junction boxes: See Index 630-010.

9:25:06 AM
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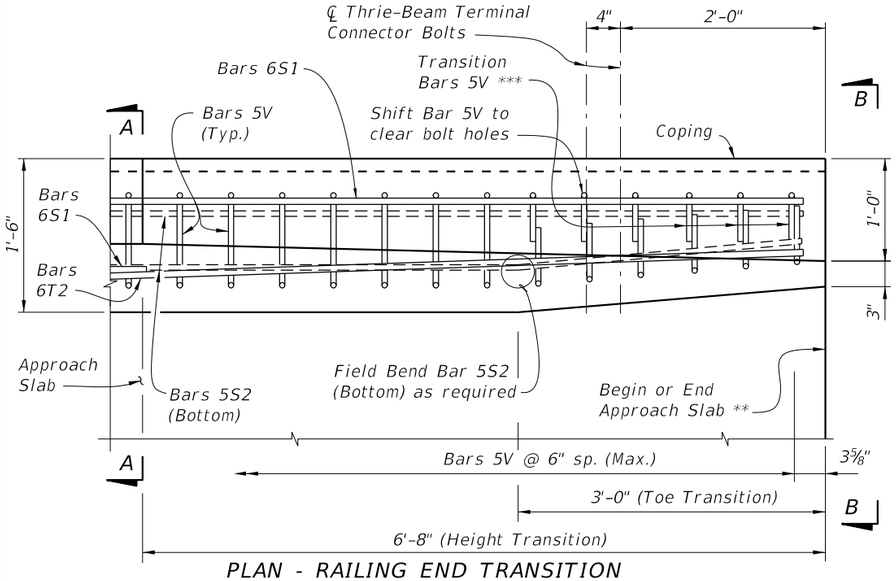
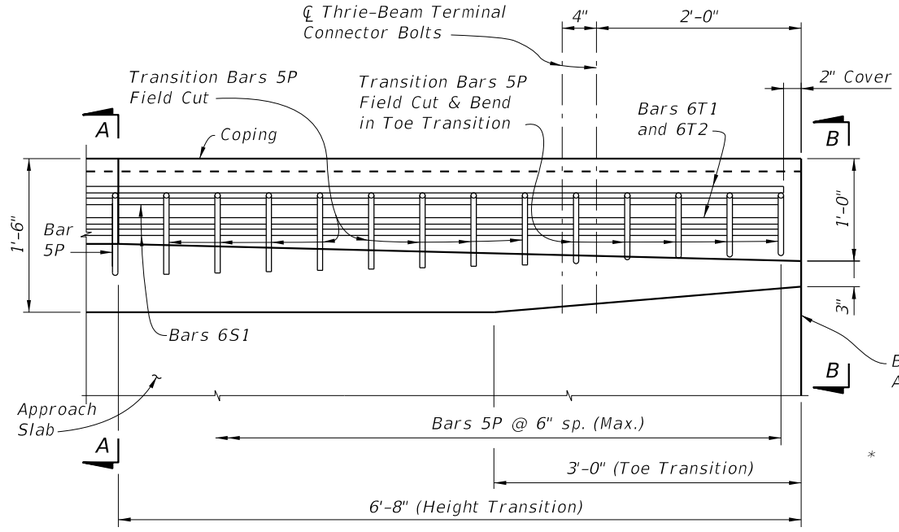
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	TRAFFIC RAILING - (42" SINGLE-SLOPE)	INDEX	SHEET
11/01/20						521-428	1 of 4



PLAN - RAILING END TRANSITION
(Showing Lower Section with Bars 5V, 6S1, 5S2 and 6T2)



PLAN - RAILING END TRANSITION
(Showing Upper Section with Transition
Bars 5P and Bars 6S1, 6T1 & 6T2)

NOTE:
Begin placing Railing Bars 5P and 5V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5P and 5V shall be made immediately adjacent to Begin or End Bridge. Shift Bars 5P and 5V (see Detail "A") as required to maintain cover in Railing End Transition.

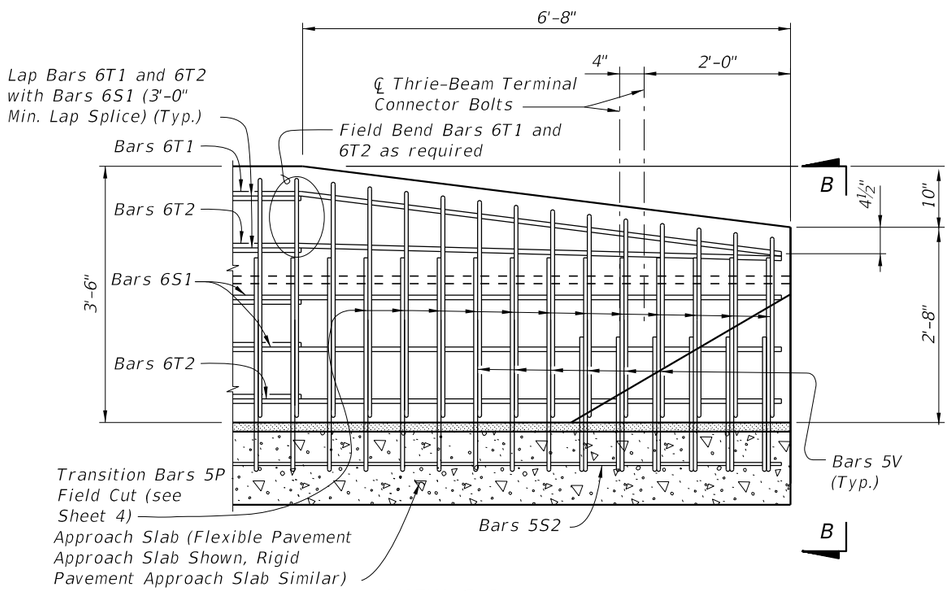
* Where railings of adjacent bridges are to be built back to back, the outside vertical plane of the railing and deck may coincide along a plane centered 1'-6" from each gutter line. A bond breaker will be required. See Structures Plans, Superstructure Sheets for Details.

** See joint orientation note on Sheet 1.

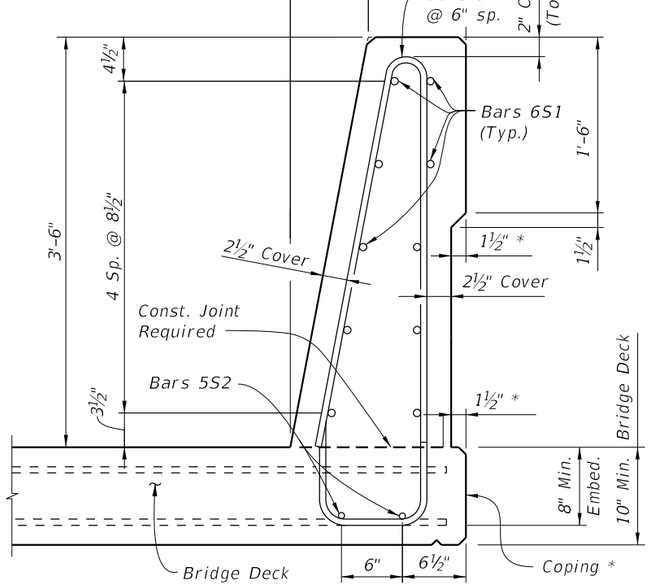
*** Field Cut & Lap Bars 5V in Toe Transition to maintain clearance.

DETAIL "A"

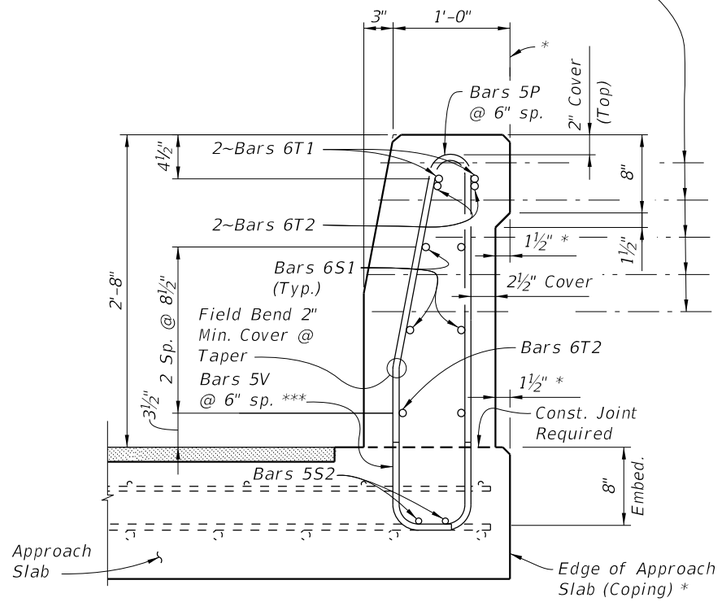
NOTE:
Omit Detail "A" and provide Detail "B" if 44" Concrete Barrier or Single-Slope Traffic Railing is used beyond the Approach Slab. See Structures Plan and Elevation Sheet and Roadway Plans. If Transitions are not required, extend Typical Section to end of Approach Slab.



VIEW C-C
ELEVATION - RAILING END TRANSITION
(Guardrail not shown for clarity)



SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
(Section Thru Bridge Deck shown -
Section Thru Approach Slab similar)



VIEW B-B
END TRANSITION
(Section thru Approach Slab shown,
Section thru Retaining Walls similar)

9/23/2021 9:25:07 AM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
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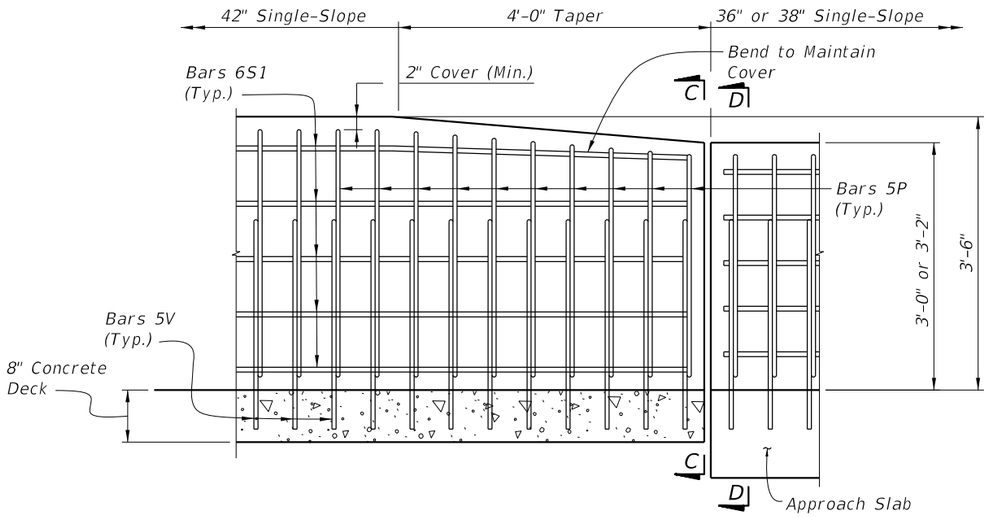
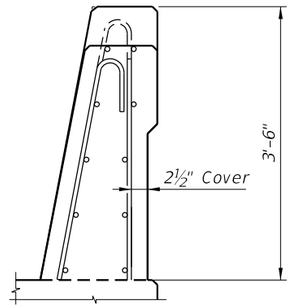
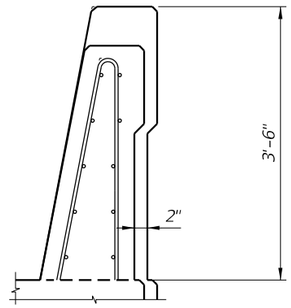
NOTE:
1. Provide Detail "B" height transition where 42" Traffic Railings are required on bridge, and 36" or 38" Barriers are shown on approaches. See Structures Plans for coping details.
2. Work Detail "B" with Indexes 400-090 or 400-091, 521-427, and 521-610 as necessary.
3. Field cut 5P Bars as shown to maintain 2" min. (4" max.) cover at top of traffic railing.





VIEW C-C
RAILING HEIGHT TRANSITION
(Begin/End of Bridge)
(Bars 5V not shown for clarity)



SECTION D-D
(Index 400-091 Shown, 400-090 Similar)
(Index 521-427 Bars 4V not shown for Clarity)

DETAIL "B"

9:25:08 AM
9/23/2021

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	TRAFFIC RAILING - (42" SINGLE-SLOPE)	INDEX	SHEET
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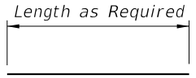
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

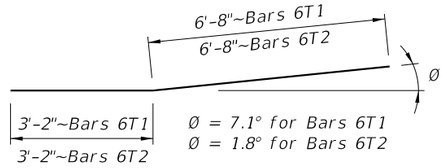
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
P	5	7'-0"
S1	6	As Reqd.
S2	5	As Reqd.
T1 & T2	6	10'-0"
V	5	5'-9"



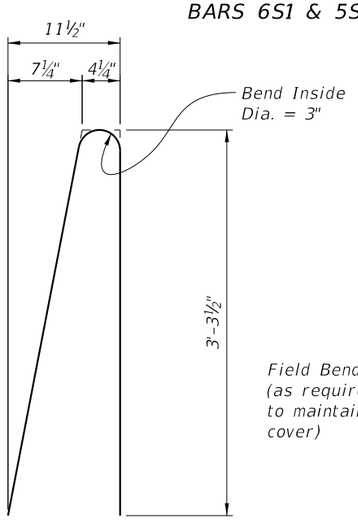
BARS 6S1 & 5S2

ROADWAY CROSS-SLOPE	LOW GUTTER	HIGH GUTTER
	ØB	ØB
0% to 2%	101°	101°
2% to 6%	98°	104°
6% to 10%	95°	107°

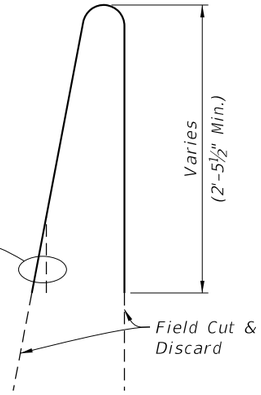
ØA and ØB shall be 90° if Contractor elects to place Railing perpendicular to the Deck.



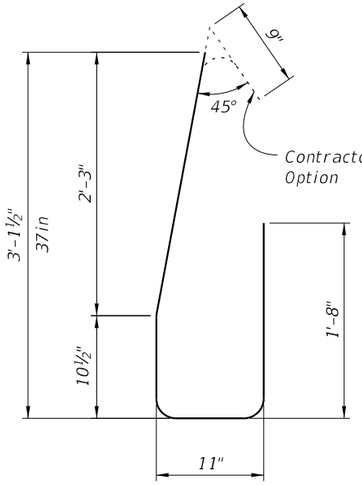
TRANSITION BARS 6T1 & 6T2
(2~Bars 6T1 & 3~Bars 6T2 required per Railing End Transition)



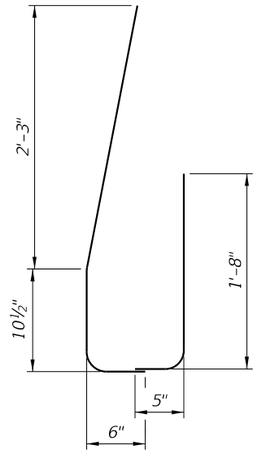
STIRRUP BAR 5P



TRANSITION STIRRUP BAR 5P
To Be Field Cut (10 of each required per Railing End Transition)

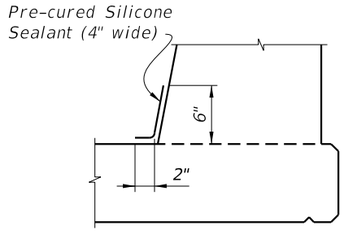


STIRRUP BAR 5V



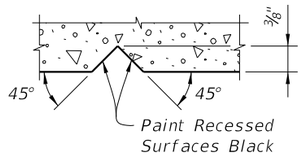
END STIRRUP BAR 5V
To Be Field Cut and Lapped

REINFORCING STEEL NOTES:
1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints shall have a 2" minimum cover.
3. Bars 6S1 may be continuous or spliced at the construction joints. Lap splices for Bars 6S1 and 5S2 shall be a minimum of 3'-0" and 2'-2", respectively.
4. The Contractor may utilize deformed WWR when approved by the Engineer. WWR must meet the requirements of Specification Section 931.



DETAIL "C" - SECTION
AT INTERMEDIATE OPEN JOINT

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.



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

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.143
Reinforcing Steel	LB/LF	39.34

Note:
The estimated railing quantities are based on a 2% deck cross slope; railing on low side of deck.

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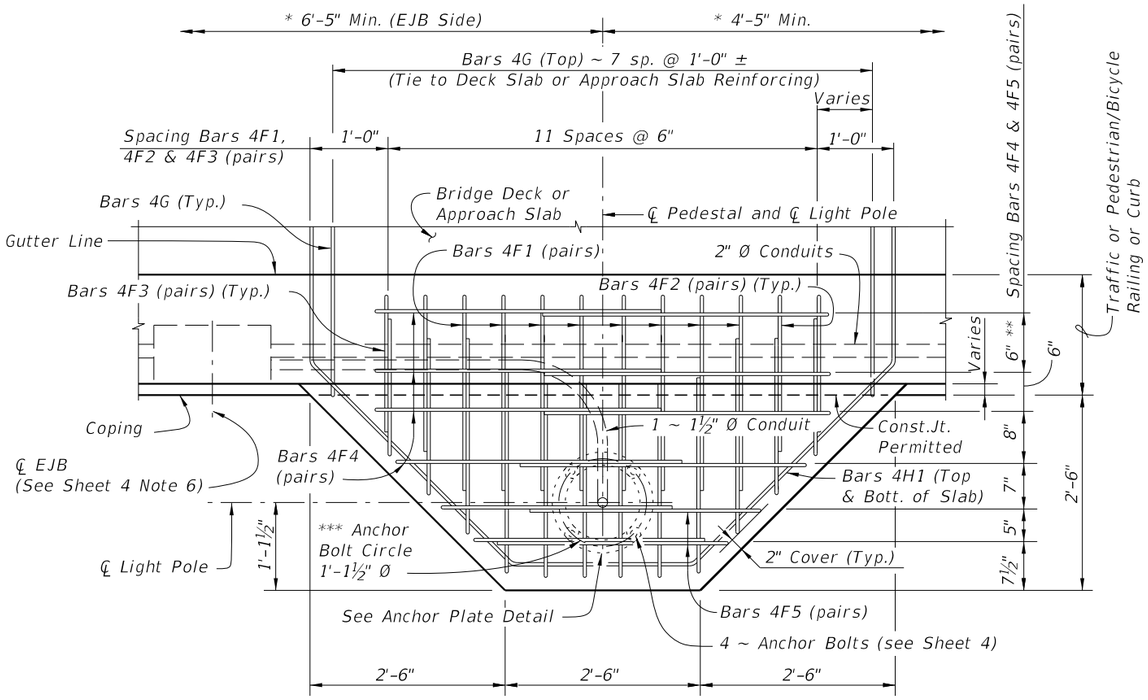
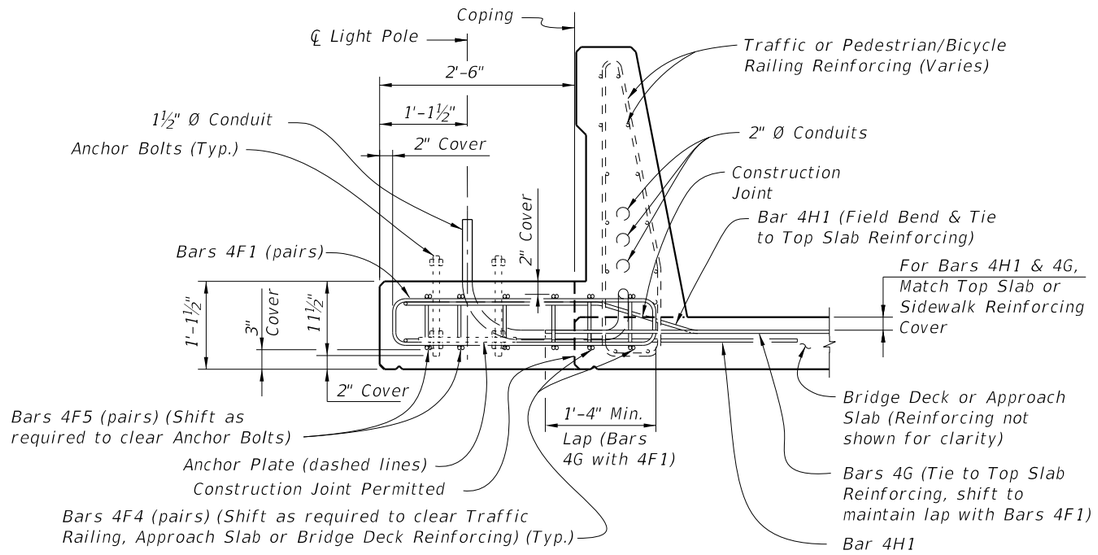
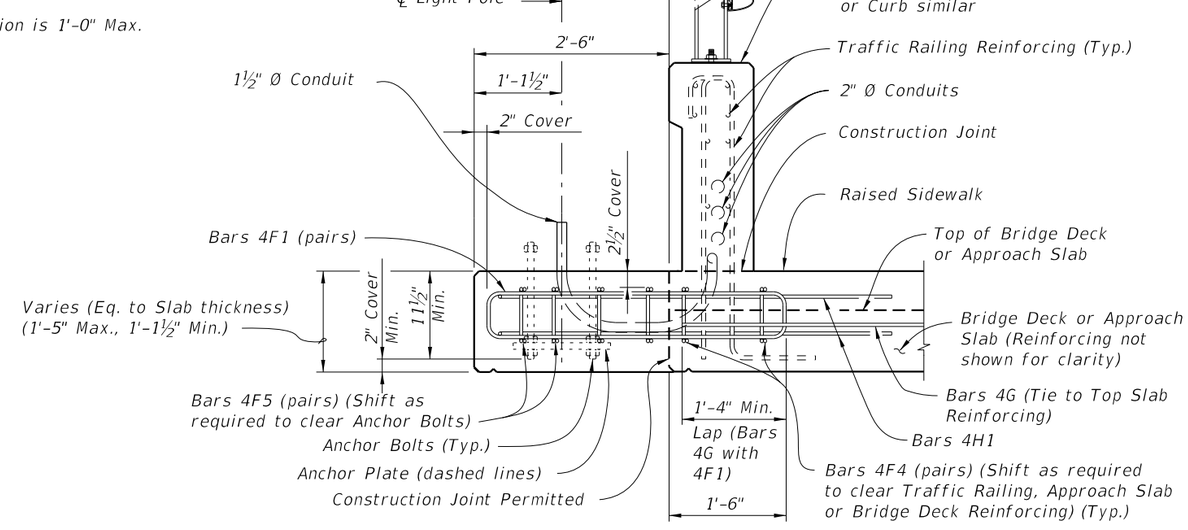
9/23/2021





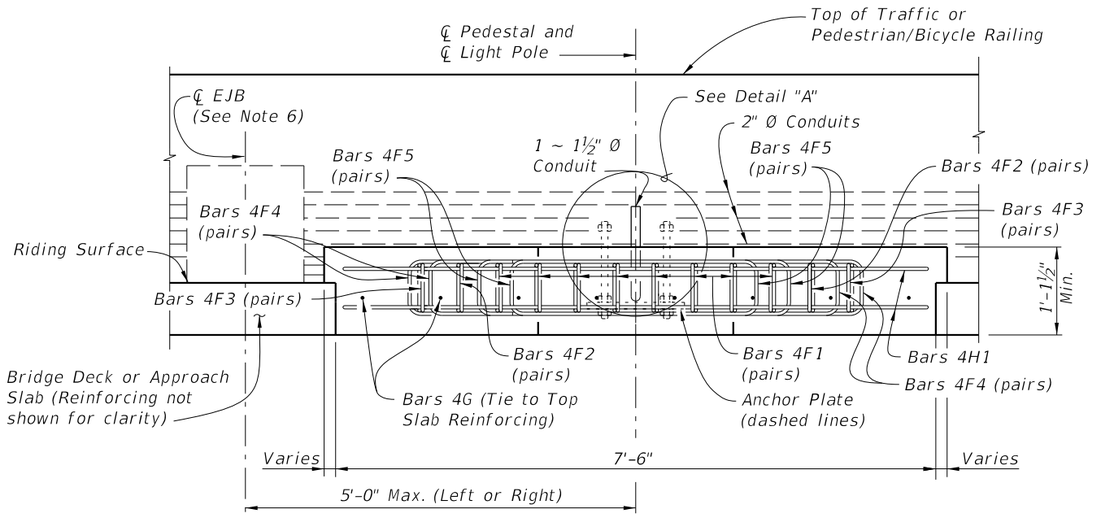
OPTION 1
TYPICAL SECTION AT LIGHT POLE PEDESTAL



TYPICAL SECTION AT LIGHT POLE PEDESTAL
WITH RAISED SIDEWALK

* Slip Forming Method of Construction requires the Engineer's approval within the limits shown.
** For Index 521-820 – Pedestrian/Bicycle Railing and concrete curb, this dimension is 3½". For raised sidewalks, this dimension is 1'-0" Max.
*** Anchor Bolt pattern orientation shall be as shown.

OPTION 1 & 2
PLAN VIEW



OPTION 1
ELEVATION VIEW
(Without Raised Sidewalk shown, with Raised Sidewalk similar)

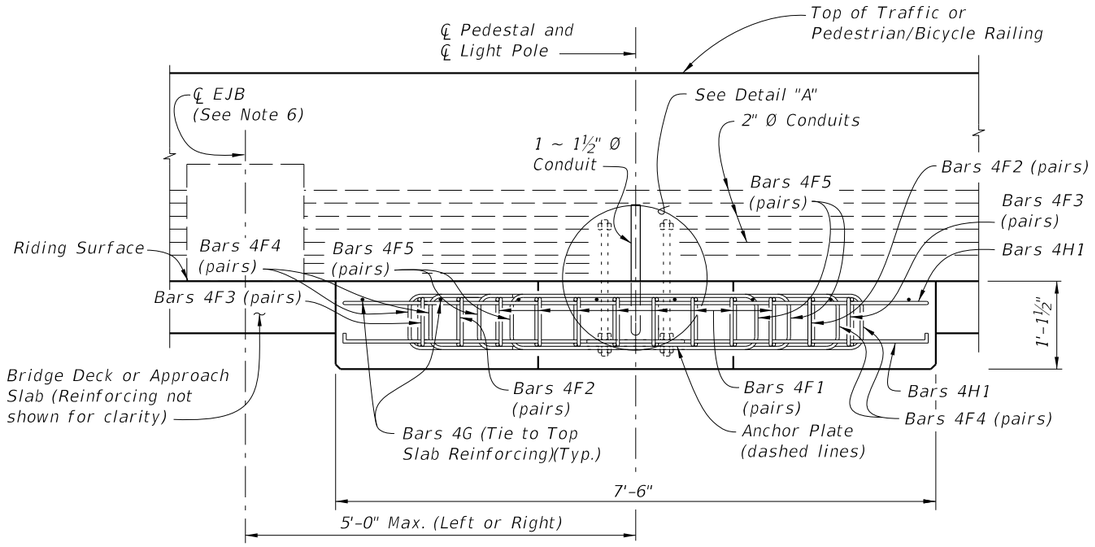
CROSS REFERENCE:
For Detail "A", Anchor Plate Detail and Light Pole Pedestal Notes, see Sheet 4.

NOTE: Anchor Bolt, Nuts, Washers and Anchor Plate are dashed for clarity.

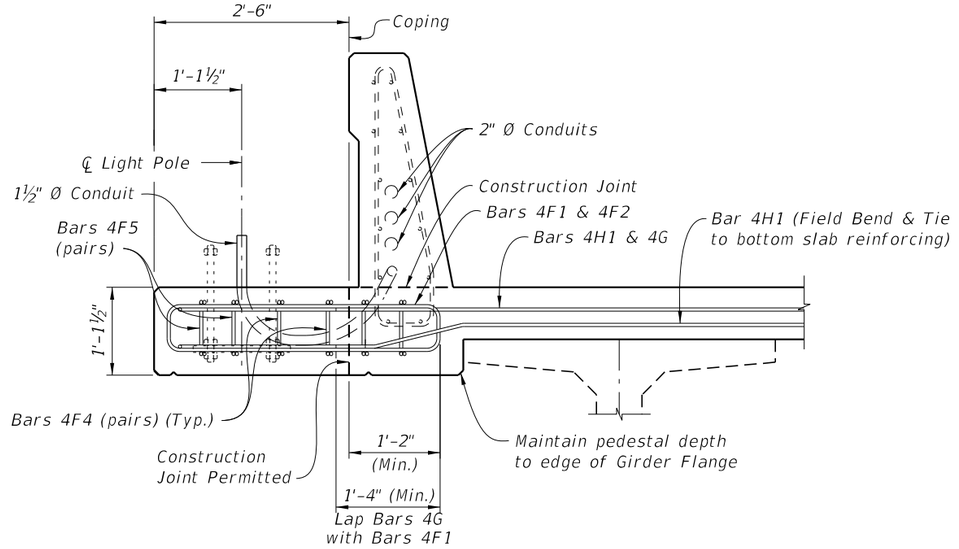
CASE 1 LIGHT POLE PEDESTAL FOR APPROACH SLAB OR BRIDGE DECK THICKNESS LESS THAN 1'-5½" AT COPING

9/23/2021 9:38:41 AM

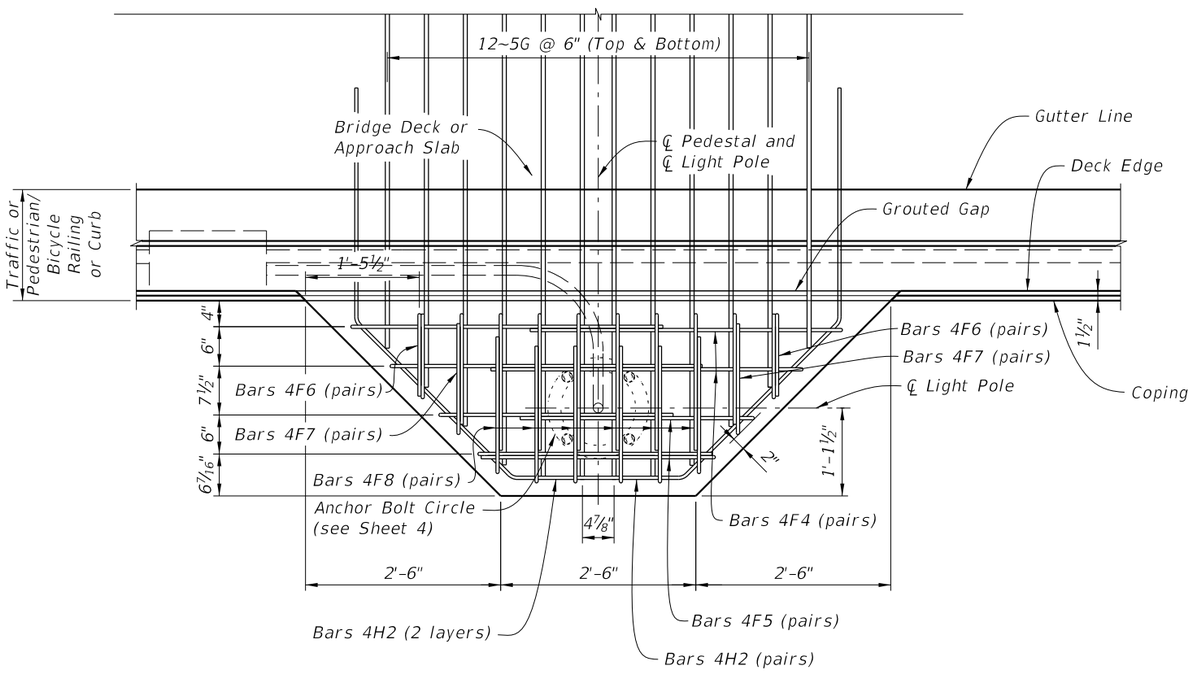
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/21			FDOT FY 2022-23 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	521-660	1 of 4



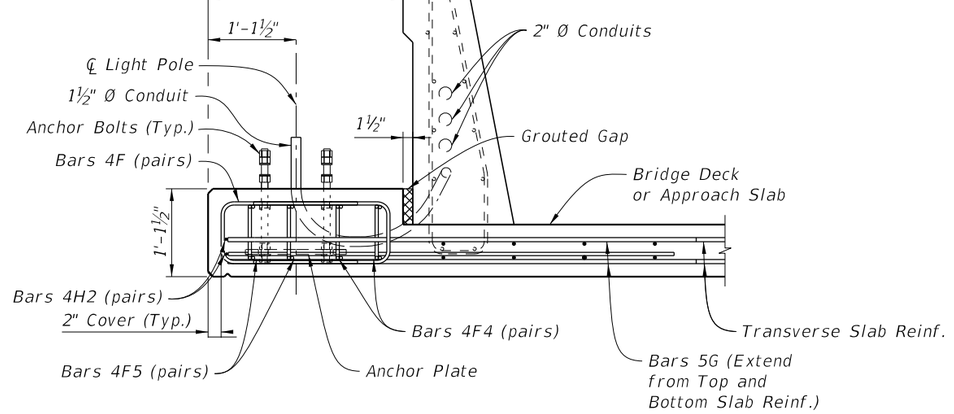
OPTION 2 - ELEVATION VIEW



OPTION 2 - TYPICAL SECTION AT LIGHT POLE PEDESTAL
(Approach Slab Similar)



OPTION 3 – PLAN VIEW
WITH GAP BETWEEN BARRIER AND PEDESTAL TO ALLOW SLIP FORMING



OPTION 3 – TYPICAL SECTION AT LIGHT POLE PEDESTAL
WITH GAP BETWEEN BARRIER AND PEDESTAL TO ALLOW SLIP FORMING

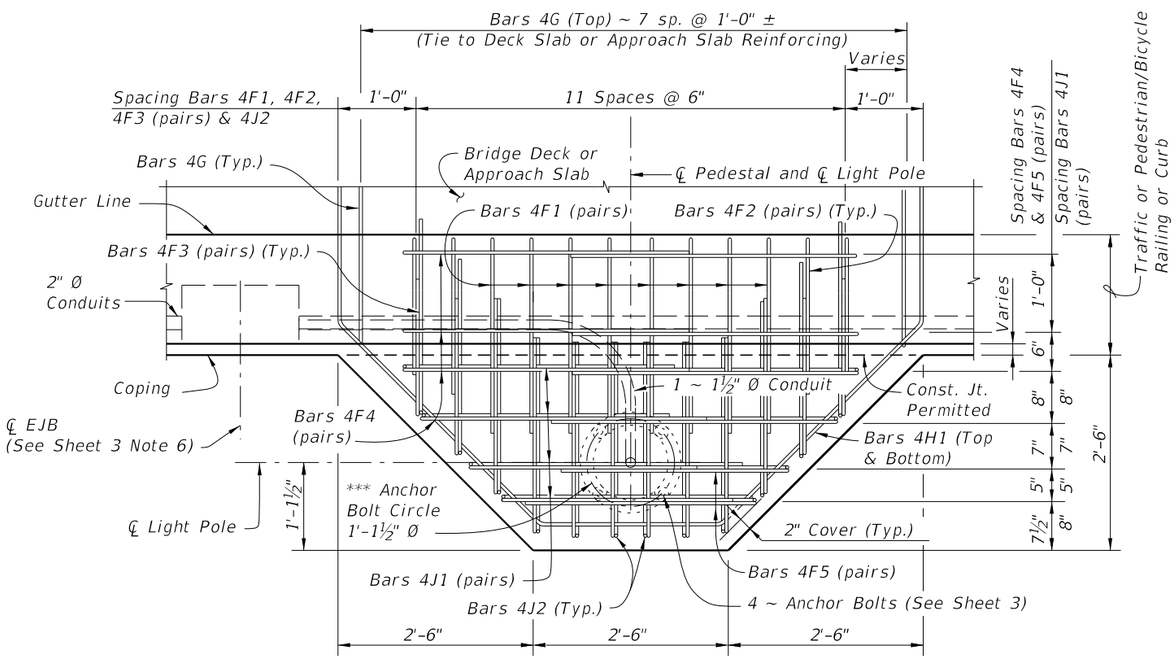
CROSS REFERENCE:
For Detail "A", Anchor Plate Detail and Light Pole Pedestal Notes, see Sheet 4.

NOTE: Anchor Bolt, Nuts, Washers and Anchor Plate are dashed for clarity.

CASE 1 LIGHT POLE PEDESTAL FOR APPROACH SLAB OR BRIDGE DECK LESS THAN 1'-5½" AT COPING

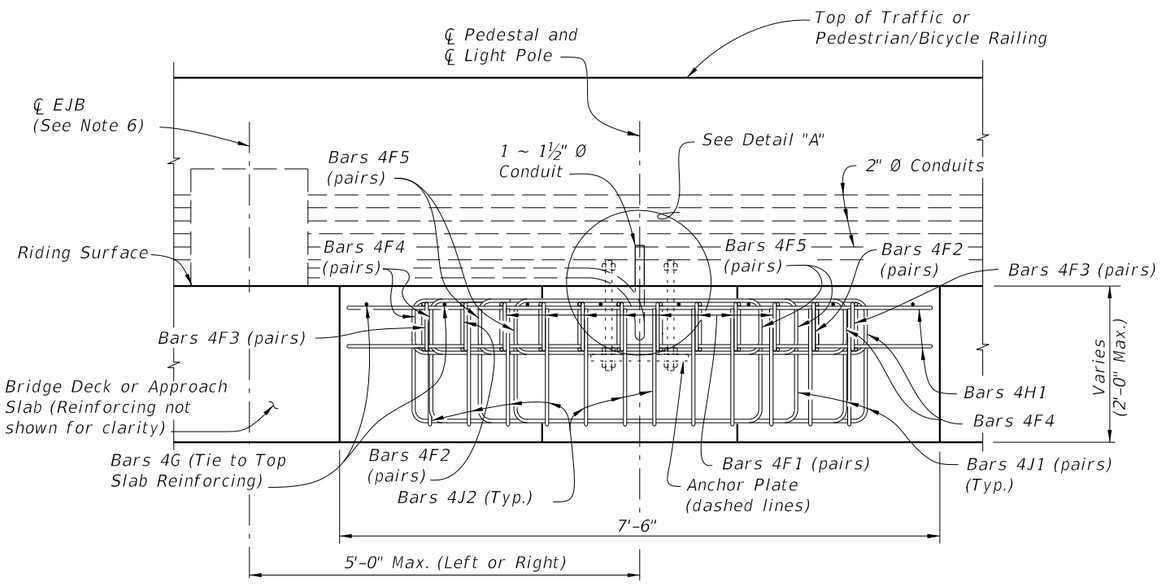
9:38:42 AM
9/23/2021

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/21			FDOT FY 2022-23 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	521-660	2 of 4

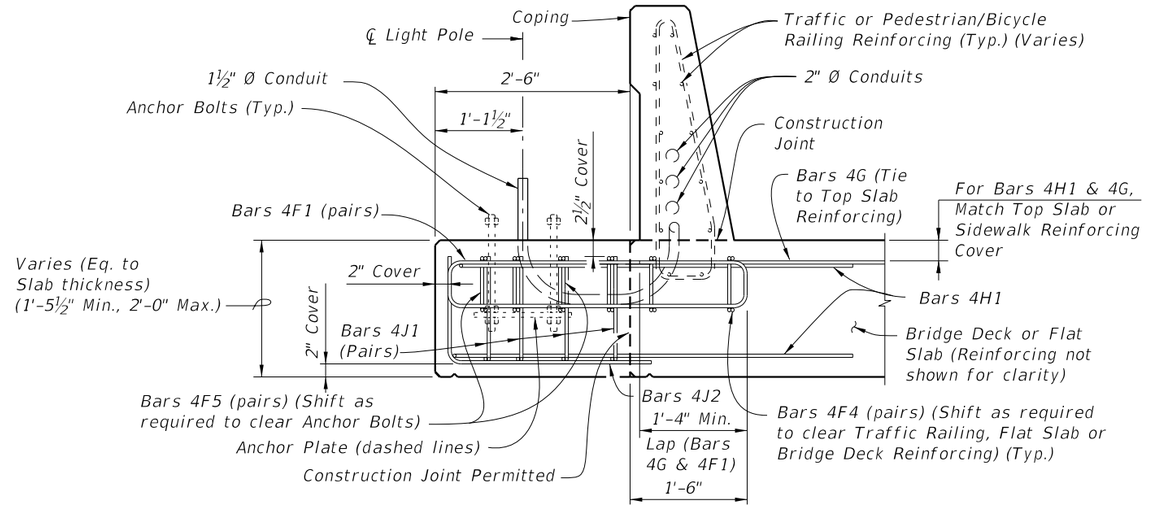


*** Anchor Bolt pattern orientation shall be as shown.

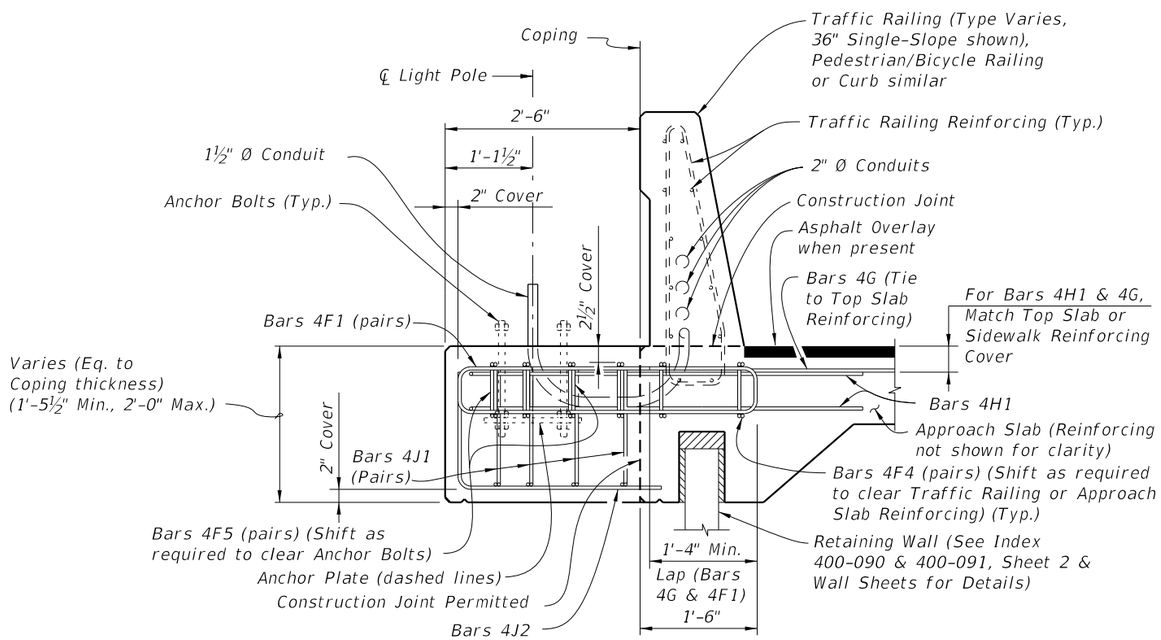
PLAN VIEW



ELEVATION VIEW



TYPICAL SECTION AT LIGHT POLE PEDESTAL



TYPICAL SECTION AT LIGHT POLE PEDESTAL FOR APPROACH SLAB ON RETAINING WALL

CROSS REFERENCE:
For Detail "A", Anchor Plate Detail and Light Pole Pedestal Notes, see Sheet 4.

NOTE: Anchor Bolt, Nuts, Washers and Anchor Plate are dashed for clarity.

CASE 2 LIGHT POLE PEDESTAL FOR APPROACH SLAB OR BRIDGE DECK THICKNESS AT COPING 1'-5½" OR GREATER

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9/23/2021

LAST REVISION	REVISION	DESCRIPTION:	FY 2022-23 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	INDEX	SHEET
11/01/21					521-660	3 of 4

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

REINFORCING STEEL NOTES:

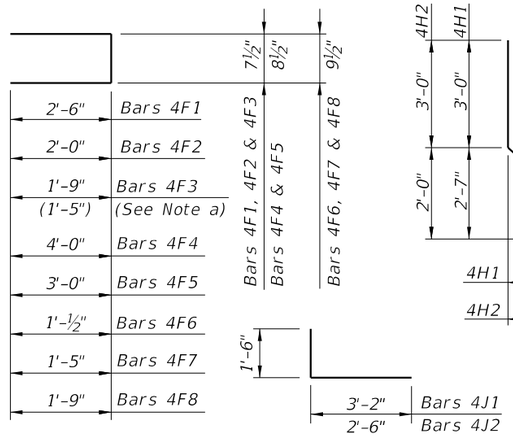
a. When Pedestal is attached to Pedestrian/Bicycle Railing – Index 521-820 or an 8" wide concrete curb and the Bridge Deck or Approach Slab thickness is less than 1'-1½", Bars 4F3 shall have leg length and bar length shown in parentheses.

b. The number of bars shown in parentheses is for Bars 4F4 when Pedestal is attached to Pedestrian/Bicycle Railing – Index 521-820 or an 8" wide concrete curb, and the Bridge Deck or Approach Slab thickness is less than 1'-1½".

c. Lap Splices for Bars 4F1, 4F2 & 4F3 shall be a minimum of 1'-4". Lap Splices for Bars 4F4 & 4F5 shall be minimum of 1'-8".

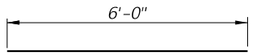
d. Bars 4J1 and 4J2 are not required when Pedestal thickness is less than 1'-5½". Field trim height of bars to maintain cover when Pedestal thickness is less than 2'-0". Field trim length of Bars 4J2 on Retaining Wall Coping to maintain cover.

e. All bar dimensions in the bending diagrams are out to out.

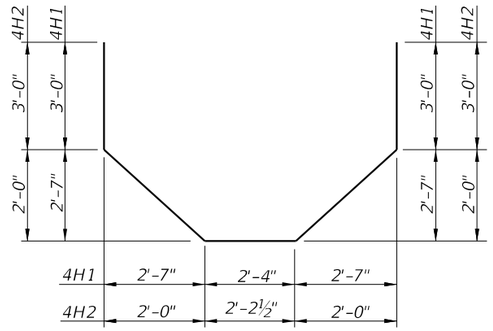


BARS 4F

BARS 4J1 & 4J2



BAR 5G

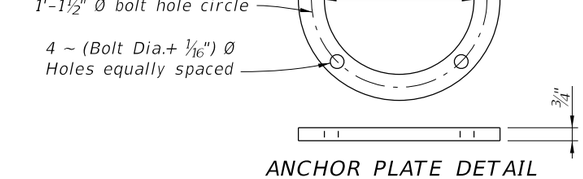


PLAN BARS 4H

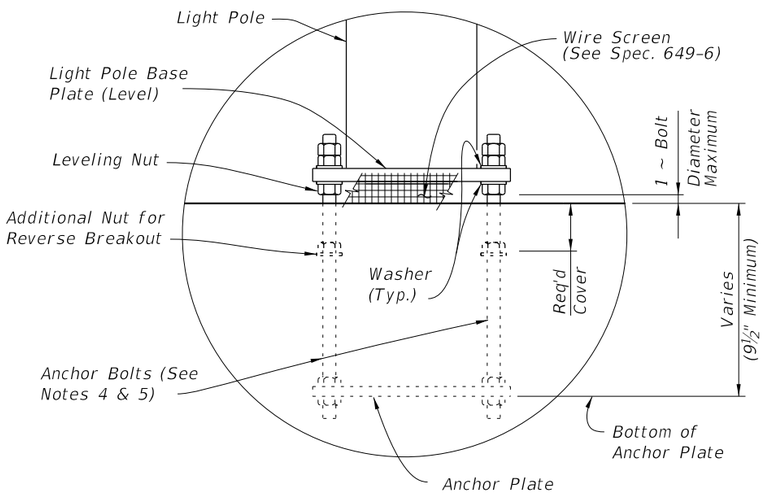
BILL OF REINFORCING STEEL

MARK	SIZE	NO. REQD.	LENGTH	NOTES
F1	4	16	5'-8"	c
F2	4	4	4'-8"	c
F3	4	4	4'-2" (3'-6")	a, c
F4	4	8 (6) [4 for Option 3]	8'-9"	b, c
F5	4	4	6'-9"	c
F6	4	4	2'-11"	–
F7	4	4	3'-8"	–
F8	4	12	4'-4"	–
G	4 [5 for Option 3]	8 [24 for Option 3]	6'-0"	–
H1	4	2	15'-8"	–
H2	4	2	13'-10"	–
J1	4	8	4'-8"	d
J2	4	12	4'-0"	d

( ) See Reinforcing Steel Note a & b.



ANCHOR PLATE DETAIL



DETAIL "A"

CROSS REFERENCE:
For location of Detail "A" see Sheets 1,2 and 3.

LIGHT POLE PEDESTAL NOTES

1. Concrete and Reinforcing Steel required for the construction of the Pedestal shall meet the same requirements as the Traffic Railing or Pedestrian/Bicycle Railing the Pedestal is attached to.

2. Light Pole Pedestal may be used with the following:
   Index 521-422 – Traffic Railing (42" Vertical Shape),
   Index 521-423 – Traffic Railing (32" Vertical Shape),
   Index 521-427 – Traffic Railing (36" Single-Slope),
   Index 521-428 – Traffic Railing (42" Single-Slope),
   Index 521-820 – Pedestrian/Bicycle Railing,
   Index 515-021 – Pedestrian/Bicycle Bullet Railing for Traffic Railing or
   Index 515-509 – Traffic Railing /Noise Wall – Bridge.

3. Unless otherwise noted, Traffic Railing (36" Single-Slope) is shown in all Views and Sections. The Pedestal details for other Traffic Railings or Pedestrian/Bicycle Railing are similar.

4. ANCHOR BOLTS:
   Anchor Bolt design is based on the standard Roadway Aluminum Light Pole configurations shown on Index 715-002.

   Anchor Bolt Diameter: See Table 1
   Anchor Bolts: ASTM F1554 Grade 55.
   Nuts: ASTM A563 Grade A, Heavy-Hex.
   Washers: ASTM F436 Type 1.
   Anchor Plate: ASTM A709 (Grade 36) or ASTM A36.
   Coating: Galvanize all Nuts, Bolts Washers, in accordance with ASTM F2329. Galvanize plates in accordance with ASTM A123.

   The Contractor is responsible for ensuring the anchor bolt configuration is compatible with the light pole base plate. Submit modifications of the anchor bolt design to the Engineer for approval.

5. Install Anchor Bolts plumb.

6. For Conduit, Embedded Junction Boxes (EJB), Expansion/Deflection Fitting and adjacent Reinforcing Steel Details, see Utility Conduit Detail Sheets and Index 630-010.

7. PAYMENT: The cost of Wire Screen, Anchor Bolts, Nuts, Washers and Anchor Plates shall be included in the Bid Price for Light Poles. The cost of all Labor, Concrete and Reinforcing Steel required for the Construction of the Pedestals, and Miscellaneous Hardware required for the completion of the Electrical System, shall be included in the Bid Price for the Traffic Railing or Pedestrian/Bicycle Railing the Pedestal is attached to.

TABLE 1 - DESIGN LIMITATIONS FOR ANCHOR BOLTS (1" Dia.)

WIND SPEED (MPH)	ARM LENGTH (Ft.)	BRIDGE DECK HEIGHT (Ft.)* DESIGN MOUNTING HEIGHT 40 Ft.	45 Ft.	50 Ft.
130	≤ 15	75	75	75
150	≤ 15	75	75	75
170	8 & 10	75	75	45**
170	12 & 15	75	75	25**

* Above natural ground or MLW.

** Use 1¼" diameter Anchor Bolt for Bridge Deck Height greater than shown, in Table 1, up to 75'.

ESTIMATED LIGHT POLE PEDESTAL QUANTITIES PER LIGHT POLE PEDESTAL

ITEM	UNIT	QUANTITY
Concrete Per Pedestal Thickness	CY/In.	0.040
Reinforcing Steel	LB	195 (182)

(The Reinforcing Steel quantity shown in parenthesis is for a Pedestal attached to Pedestrian/Bicycle Railing – Index 521-820 with Bridge Deck or Approach Slab thinner than 1'-1½". Add 59 Lbs. for Bars 4J1 & 4J2 when Pedestal Thickness is 1'-5½" or greater)

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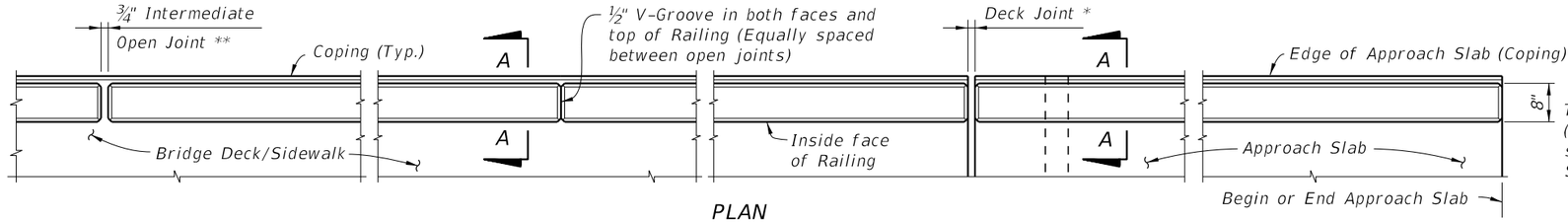
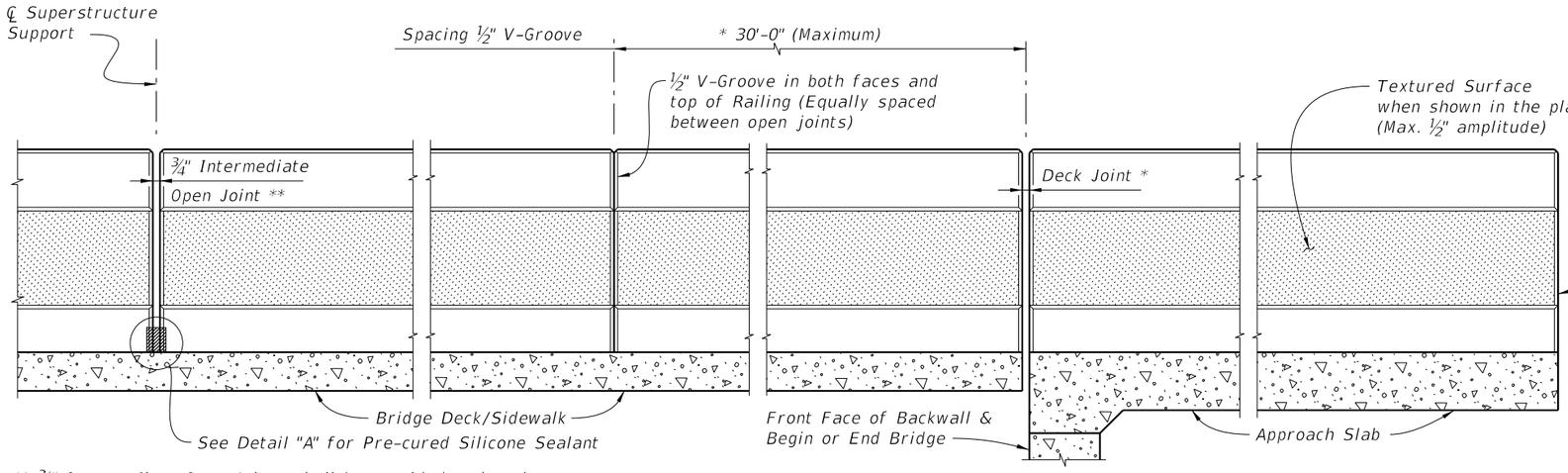
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	LIGHT POLE PEDESTAL - BRIDGE	INDEX	SHEET
11/01/21						521-660	4 of 4



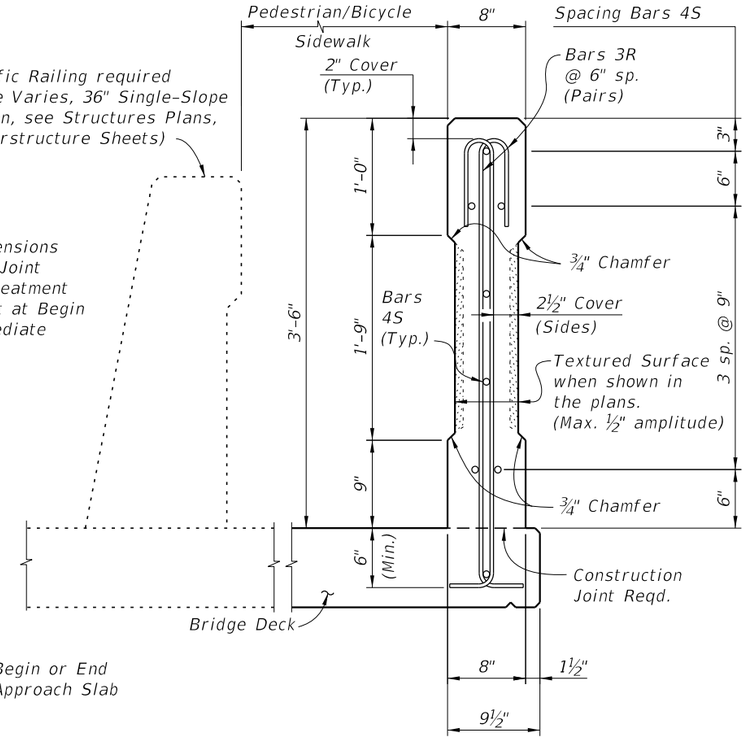
PLAN
(Reinforcing Steel not shown for clarity)

* See Structures Plans, Superstructure Sheets for actual dimensions and joint orientation. Open Railing Joints at Deck Expansion Joint locations shall match the dimension of the Deck Joint. For treatment of Railings on skewed bridges see Index 521-427. Deck Joint at Begin Bridge or End Bridge shown. Deck Joint at ℄ Pier or Intermediate Bent similar.



** ¾" Intermediate Open Joints shall be provided at locations coinciding with ¾" Joints for the Traffic Railing.

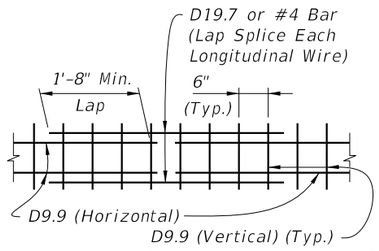
ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)



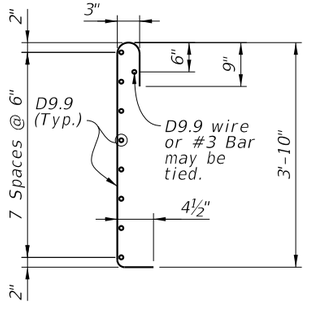
SECTION A-A
(Typical C-I-P Section Thru Bridge Deck Shown, Section Thru Approach Slab Similar)

ALTERNATE REINFORCING (WELDED WIRE REINF.) DETAILS

NOTE: Place wire panels to ensure vertical wire is within 4" of open joints.



SPLICE DETAIL
(Between WWR Sections)

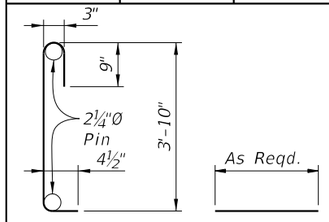


WELDED WIRE REINFORCEMENT
(WWR)
(2 Pieces Reqd.)

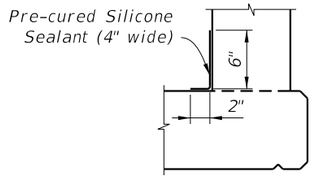
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
R	3	5'-2"
S	4	As Reqd.



BAR 3R BAR 4S



DETAIL "A" - SECTION
AT INTERMEDIATE OPEN JOINT

ESTIMATED CONCRETE RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.079
Reinforcing Steel	LB/LF	13.12

(The above quantities are based on a deck with a 2% cross slope)

RAILING NOTES:
1. Railing shall be placed vertical and top surface shall be level transversely.

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 5 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 Railing.

REINFORCING STEEL NOTES:
1. All bar dimensions in the bending diagrams are out to out.
2. The reinforcement for the railing on a retaining wall shall be the same as detailed above for an 8" deck.
3. All reinforcing steel at the open joints shall have a 2" minimum cover.
4. Bar splices for Bars 4S shall be a minimum of 1'-8".
5. At the option of the Contractor deformed WWR may be used in lieu of all Bars 3R and 4S.

9/23/2021 9:40:20 AM

LAST REVISION	REVISION	DESCRIPTION:				
11/01/17			FDOT FY 2022-23 STANDARD PLANS	42" CONCRETE PEDESTRIAN/BICYCLE RAILING	INDEX 521-825	SHEET 1 of 1

NOTES

DESIGN CRITERIA:

1. Design is based on the assumption that the material contained within the reinforced soil volume, methods of construction and quality of prefabricated materials are in accordance with Specification Section 548 and Chapter 3 of the FDOT Structures Design Guidelines.

SOIL PARAMETERS:

1. See Wall Control Drawings for soil characteristics of foundation material to be used in the design of the wall system.
2. The Contractor will provide soil design parameters for backfill material based on the actual soil characteristics utilized at the site.

MATERIALS:

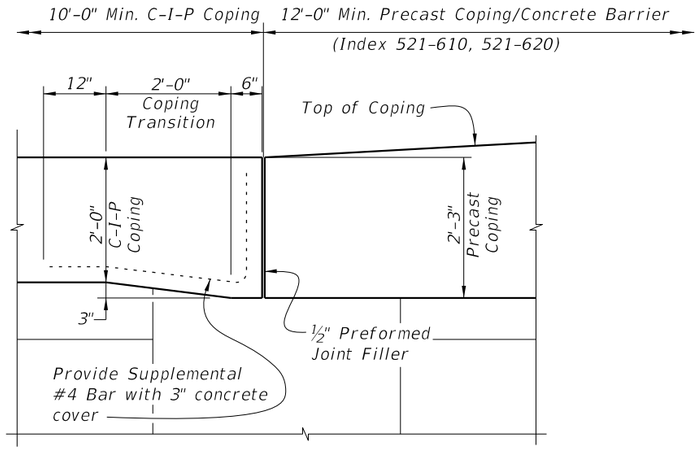
1. See Specification Section 548 for material requirements.

CONSTRUCTION:

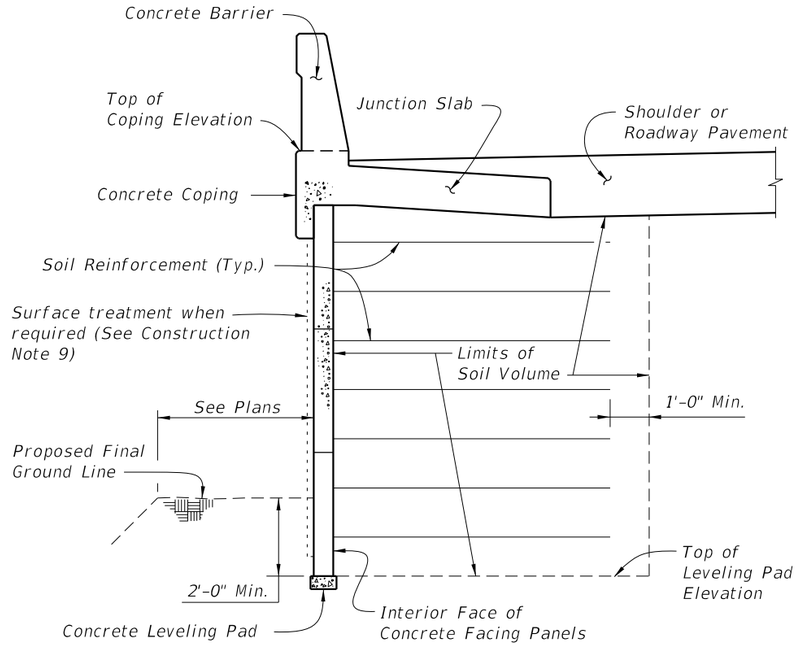
1. Walls will be constructed in accordance with Specification Section 548 and the Wall Company's instructions.
2. For location and alignment of retaining walls, see Wall Control Drawings.
3. If required, locate manholes and drop inlets as shown on wall elevations.
4. Refer to Wall Control Drawings of individual walls for minimum reinforcement strip/mesh length, factored bearing resistance's, minimum wall embedment and anticipated long term and differential settlements.
5. The Contractor is responsible for controlling water during storm events as needed during construction.
6. It is the Contractor's responsibility to determine the location of any guardrail posts behind retaining wall panels. Prior to placement of the top layer of soil reinforcement, individual reinforcing strips/mesh may be skewed (15° maximum) to avoid the post locations if authorized by the Engineer. No cutting of soil reinforcement is allowed unless shown on Shop Drawings and approved by the Engineer. Any damage done to the soil reinforcement due to installation of the guardrail will be repaired by the Contractor at the Contractor's expense. Repair method will be approved by the Engineer.
7. If existing or future structures, pipes, foundations or guardrail posts within the reinforced soil volume interfere with the normal placement of soil reinforcement and specific directions have not been provided on the plans, the Contractor will notify the Engineer to determine what course of action shall be taken.
8. The Contractor is responsible for gradually displacing upper layer(s) of soil reinforcement downward (15° maximum from horizontal) to avoid cutting soil reinforcement and conflicts with paving and subgrade preparation. The Contractor's attention is directed especially to situations where roadway superelevation and/or soil mixing are anticipated.
9. For concrete facing panel surface treatment, see Wall Control Drawings. Extend surface treatment a minimum of 6" below final ground line.
10. Drive piles located within the soil volume prior to construction of the retaining wall, unless a method to protect the structure, acceptable to both the Engineer and Wall Company, is proposed and approved in writing. The portion of piles or drilled shafts extensions within the soil volume will be wrapped with polyethylene sheeting in accordance with Specification Section 459.
11. A structural extension of the connection of the retaining wall panel to soil reinforcement will be used whenever necessary to avoid cutting or excessive skewing (greater than 15°) of the soil reinforcement around obstructions (i.e., piles, pipes, manholes, drop inlets, etc.).
12. Steps in leveling pads will occur at MSE Wall panel interfaces. Panels will not cantilever more than 2" past the end of the upper tier leveling pad.
13. The top of the leveling pad or footing will be 2'-0" minimum below final ground line.
14. Top of leveling pad elevations shown in the Wall Control Drawings are maximum elevations. The constructed leveling pad elevations may be deeper based on the panel layout shown in the shop drawings.
15. The height of panels in the bottom course of MSE Walls must not be less than half the height of a standard panel.
16. Work this Index with Index 521-600 thru 521-650.

SHOP DRAWINGS:

See Specification Section 548 for shop drawing requirements.



ELEVATION VIEW OF
COPING HEIGHT TRANSITION



TYPICAL MSE RETAINING WALL SECTION
WITH A CONCRETE BARRIER
(Showing Limits of the Reinforced Soil Volume)

FDOT MSE RETAINING WALL CLASSIFICATION TABLE

Applicable FDOT Wall Type *	Durability Requirements (Carbon-Steel Reinforcing)			Durability Requirements (FRP Reinforcing)			Soil Reinforcement Type	Other Allowable FDOT Wall Types					
	Concrete Cover (in.)	Concrete Class for Panels	Pozzolan Additions? **	Concrete Cover (in.)	Concrete Class for Panels	Pozzolan Additions? **		2A	2B	2C	2D	2E	2F
Type 2A	2	II	No	1.5	II	No	Metal		✔	✔	✔	✔	✔
Type 2B	2	IV	No	1.5	IV	No	Metal			✔	✔	✔	✔
Type 2C	3	IV	No	1.5	IV	No	Metal				✔	✔	✔
Type 2D	3	IV	Yes	2	IV	No	Metal						✔
Type 2E	3	IV	No	2	IV	No	Plastic						✔
Type 2F	3	IV	Yes	2	IV	No	Plastic						

* See Data Table in Contract Plans.

** Highly Reactive Pozzolans.

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GENERAL NOTES AND DETAILS

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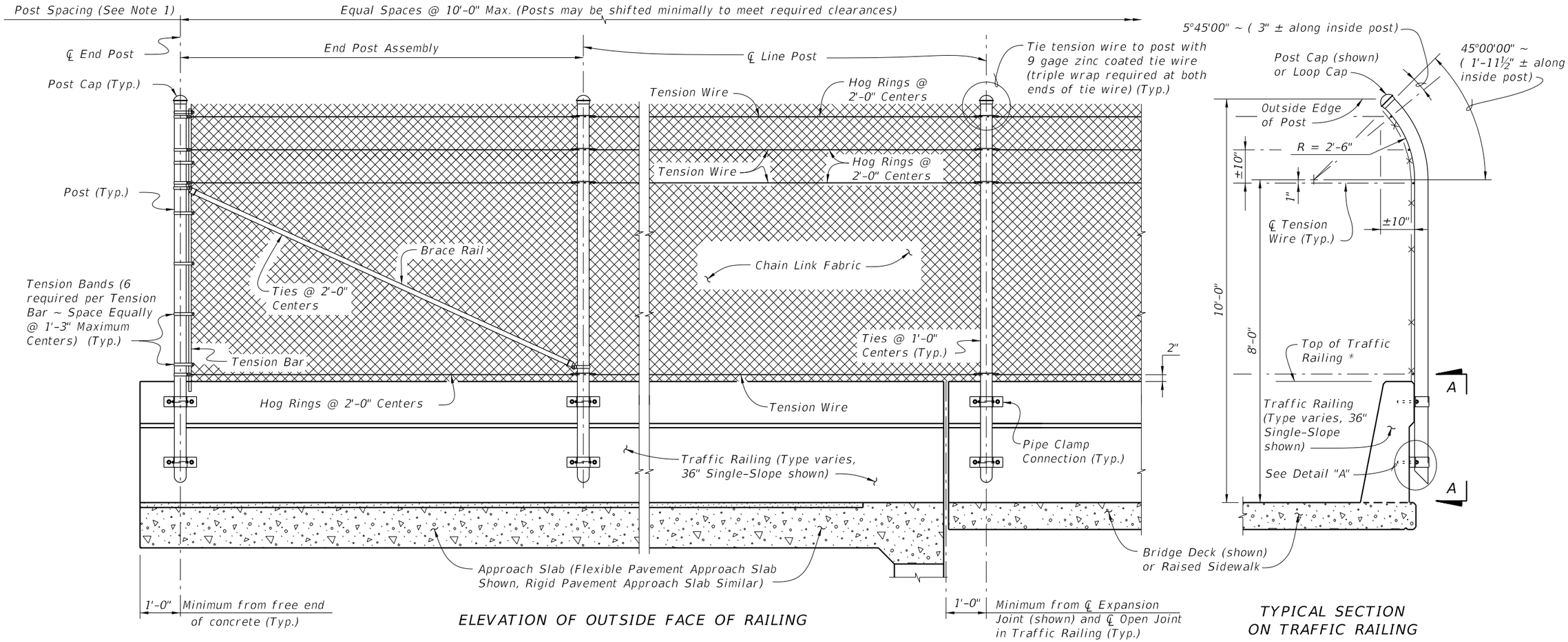

ELEVATION OF OUTSIDE FACE OF RAILING

TYPICAL SECTION ON TRAFFIC RAILING

NOTES:
1. A Pull Post Assembly is required at maximum intervals of 500'-0". See Sheet 3.

* Do not anchor Fencing to the top of Traffic Railings.

FENCING NOTES

FENCE INSTALLATION:
Install posts plumb (within a tolerance of ± 1½"). Use shim plates as required to achieve plumb. The required quantity and thickness of shim plates will be determined in the field. Install chain link fence in accordance with ASTM F567 as applicable.

TRAFFIC RAILING DETAILS:
See Superstructure Sheets for Traffic Railing details.

LIMITS OF FENCING:
Limits of fencing are from begin of approach slab at Begin Bridge to end of approach slab at End Bridge, unless otherwise shown in the plans.

PAYMENT:
Payment will be made under Fencing, Type R. Payment includes all materials and labor required to complete installation of the fence.

CROSS REFERENCE:
For Table of Fence Components, Table of Post Attachment Components, View A-A and Detail "A" see Sheet 2.
For Pull Post Assembly Detail for Traffic Railing see Sheet 3.

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LAST REVISION	REVISION	DESCRIPTION:				
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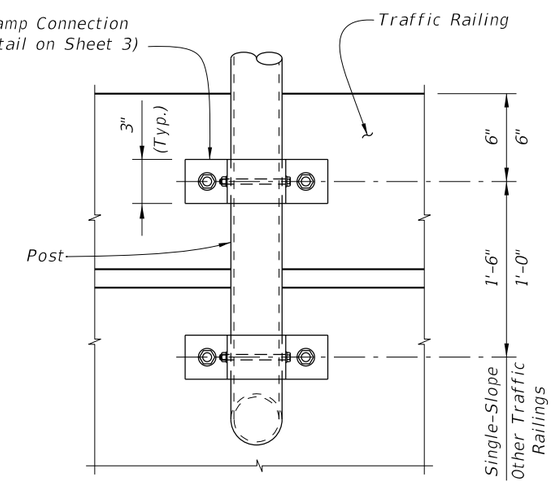
TABLE OF CHAIN LINK FENCE COMPONENTS

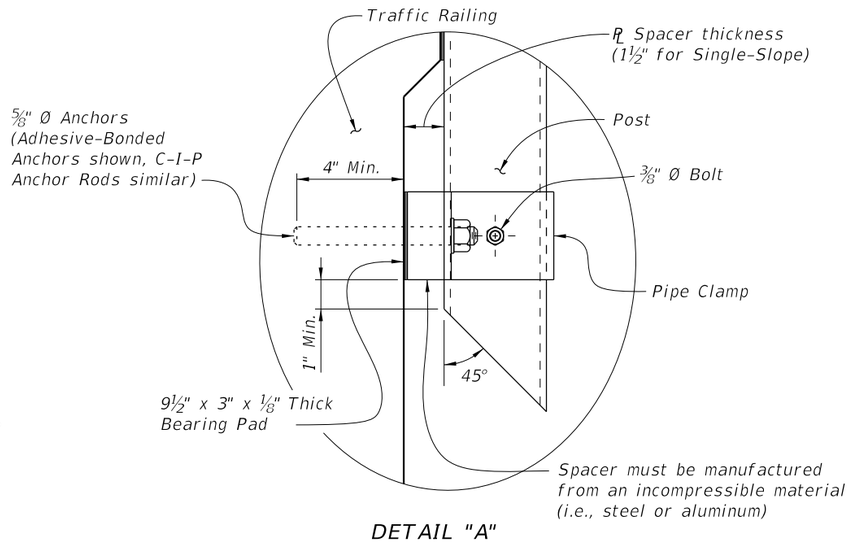
COMPONENT	ASTM DESIGNATION	COMPONENT INFORMATION
Posts	F1083	Galvanized Steel Pipe – 3½" NPS, Schedule 40 Regular Grade
Chain Link Fabric (2" mesh with twisted top and knuckled bottom selvage)	A392	Zinc Coated Steel – 9 gage (coated wire diameter), Class 2 Coating
	A491	Aluminum Coated Steel – 9 gage (coated wire diameter)
	F668	Polyvinyl Chloride (PVC) Coated Steel – 9 gage Class 2b
Tie Wires	F626	Zinc Coated Steel Wire – 9 gage
Brace Bands	F626	12 Gage (Min. thickness) x ¾" (Min. width) Steel Bands (Beveled or Heavy)
Tension Bars	F626	3/16" (Min. thickness) x ¾" (Min. width) x 6'–10" (Min. height) Steel Bars
Tension Bands	F626	14 Gage (Min. thickness) x ¾" (Min. width) Steel Bands
Miscellaneous Fence Components	F626	Zinc Coated Steel ~ (includes post or loop caps, horizontal and brace rail ends, combination rail ends, boulevard clamps and all other miscellaneous fittings & hardware)
Tension Wire	A824 & A817	Type II (Zinc Coated Steel Wire) – 7 gage, Class 4 Coating
		Type I (Aluminum Coated Steel Wire) – 7 gage
Hog Rings	F626	Zinc Coated Steel Wire – 12 gage
Brace Rails	F1083	Galvanized Steel Pipe – 1¼" NPS, Schedule 40 Regular Grade

TABLE OF POST ATTACHMENT COMPONENTS

COMPONENT		ASTM DESIGNATION	COMPONENT INFORMATION
Pipe Clamps		A36 or A709 Grade 36	¼" Steel PL
Base Plates		A36 or A709 Grade 36	¾" Steel PL
Shim Plates		A36 or A709 Grade 36 or B209 Alloy 6061–T6 or B221 Alloy 6063–T5	Plate thicknesses as required; Holes in shim plates will be ¾" Ø
Spacers		–	Plate thickness varies based on traffic railing type (See Detail "A")
Pipe Clamp Connection	Adhesive Anchor Rods	F1554 Grade 36	Fully threaded Headless Anchor Rods ~ 5/8" Ø x 6" (no spacer) or 5/8" Ø x (6" + spacer thickness)
	C–I–P Anchor Rods	F1554 Grade 36	Hex Head Anchor Rods ~ 5/8" Ø x 6" (no spacer) or 5/8" Ø x (6" + spacer thickness)
Bolts		A307	3/8" Ø x 4¾" Hex Head Bolts for Pipe Clamp Connections to Posts
Nuts		A563	Hex Nuts for Pipe Clamp Connections
Washers		F436	Flat Washers for Pipe Clamp Connections
Bearing Pads (Plain Neoprene)		–	In accordance with Specification Section 932 for Ancillary Structures



VIEW A-A



DETAIL "A"

POST ATTACHMENT NOTES

ANCHOR RODS, NUTS AND WASHERS:
After the nuts have been tightened, distort the Anchor Rod threads to prevent removal of the nuts. Coat distorted threads and exposed trimmed ends of anchors with a galvanizing compound in accordance with Specification Section 562.

COATINGS:
Hot–dip galvanize all Nuts, Washers, Bolts, C–I–P Anchor Rods, Adhesive Anchors and Fence Framework (Posts, Internal Sleeves, Shim Plates, Base Plates, Pipe Clamps and Spacers) in accordance with Specification Section 962. Hot–dip galvanize Fence Framework after fabrication.

ADHESIVE–BONDED ANCHORS AND DOWELS:
Adhesive Bonding Material Systems for Anchors and Dowels will comply with Specification Section 937 and be installed in accordance with Specification Section 416. Cutting of reinforcing steel is permitted for drilled hole installation.

WELDING:
All welding will be in accordance with the American Welding Society Structural Welding Code (Steel) ANSI/AWS D1.1 (current edition). Weld metal will be E60XX or E70XX. Nondestructive testing of welds is not required.

CROSS REFERENCE:
For location of View A–A and Detail "A" see Sheet 1.

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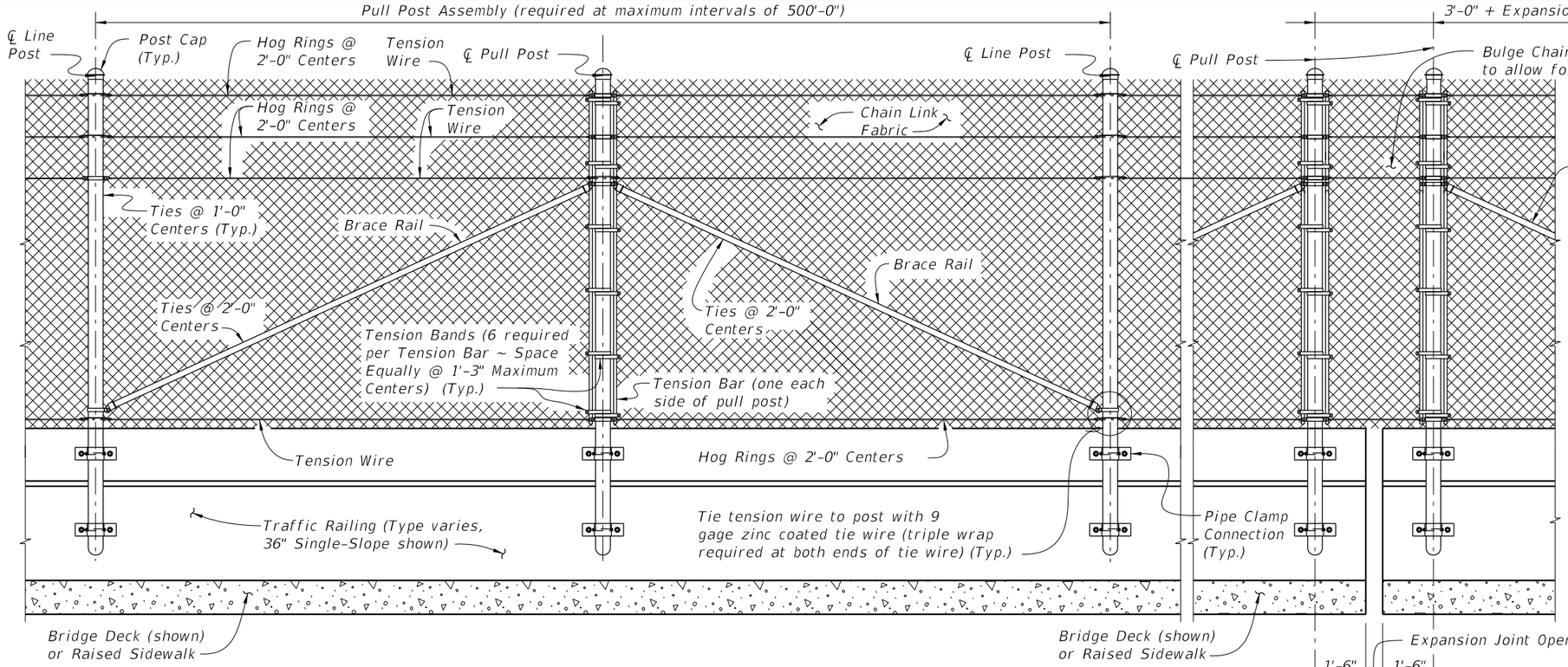


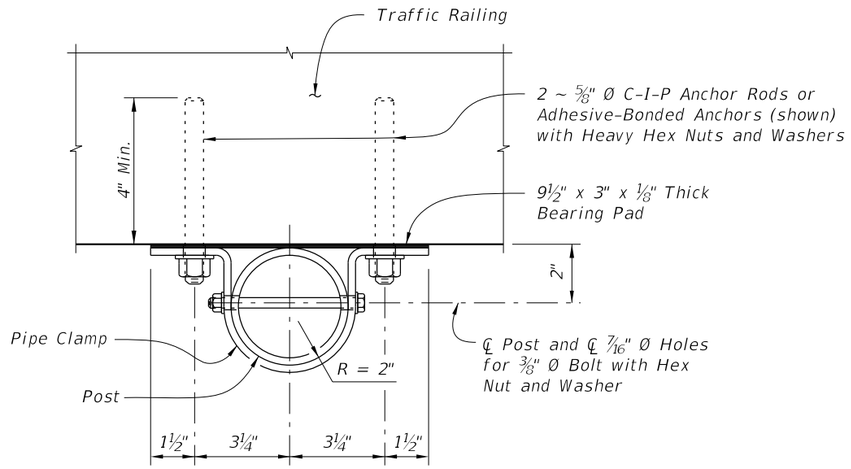
PULL POST ASSEMBLY DETAIL FOR TRAFFIC RAILING

EXPANSION ASSEMBLY DETAIL

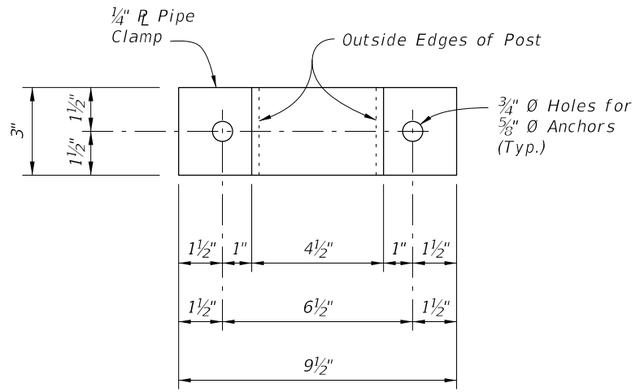
(Required only at expansion joint locations where total movement exceeds 6")

NOTES:

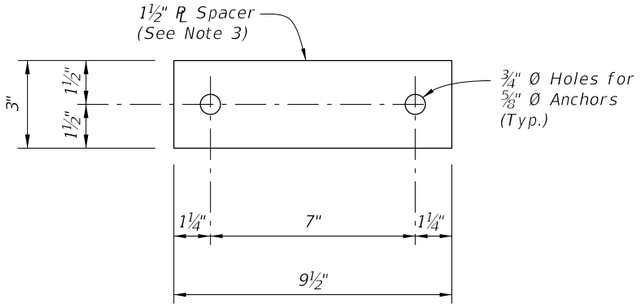
1. For treatment at bridge ends, see Sheet 1.
2. Expansion Joint Opening is the width at the time of fence installation.
3. Spacer thickness shown is for Single-Slope Traffic Railings. Adjust thickness as required for other Traffic Railings.



PIPE CLAMP CONNECTION DETAIL
(Connection without spacer shown, Connection with spacer similar)



PIPE CLAMP DETAIL



SPACER DETAIL

(Must be manufactured from an incompressible material (i.e., steel or aluminum))

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CONDUIT GENERAL NOTES:

1. Furnish and install approved Conduits, Fittings and Embedded Junction Boxes (EBJ's) in accordance with Specification Sections 630 and 635, this Standard, the National Electric Code (NEC) and as directed by the Engineer.

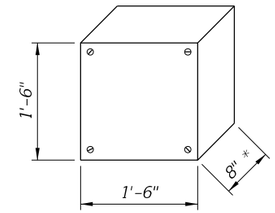
2. Furnish and install Embedded Junction Boxes (EJB) with weatherproof covers sized in accordance with NEC requirements and the maximum size limits shown. Install EJB adjacent to the Begin and End of Bridges, Begin and End of Retaining Walls, (except omit EJB adjacent to the Bridge unless a precast Traffic Railing with junction slab is used), and at other locations as necessary to maintain 300 foot maximum spacing. See Plans for additional locations and details.

3. For Conduit not designated for future use, see Plans for details. For Conduit designated for future use, stub out and cap the Conduit. Drive a 3'-0"± long ¾" (min.) diameter Steel Pipe flush with the ground line adjacent to the end of the Conduit as shown on Sheets 2, 3 or 4. Provide the location of the stub out with Steel Pipe to the Engineer for inclusion on the As-Built Plans.

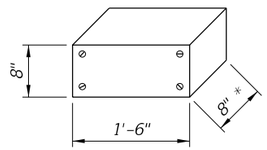
4. Shift vertical Railing reinforcement symmetrically to provide 2" clearance to EJB. Space shifted vertical reinforcement at minimum 3" centers. Cut horizontal Railing reinforcement to provide 2" clearance to EJB and provide supplemental reinforcement as shown. To facilitate placement of Conduit, Expansion Fittings, and Expansion/Deflection Fittings, shift reinforcing a maximum of 1" but do not cut railing reinforcing to facilitate Conduit or Fittings. Do not bundle Conduits, or Conduit and horizontal reinforcement.

5. Place conduits as indicated in this Standard unless Structures Plans indicate fewer.

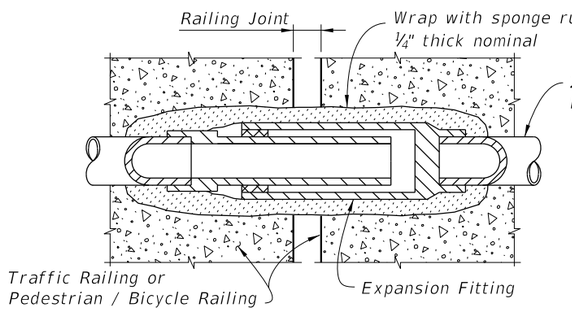
* Reduce to 6" maximum when installed in Pedestrian/ Bicycle Railings.



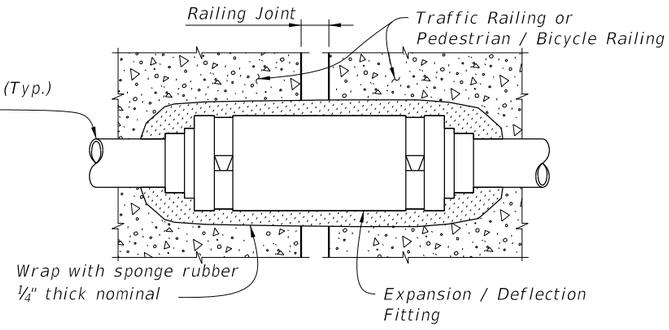
EJB "A"
Double or Triple Conduit
(Maximum Dimensions)



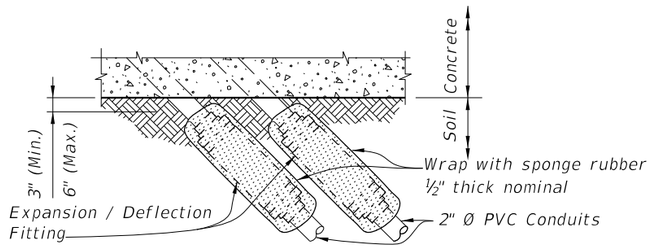
EJB "B"
Single Conduit
(Maximum Dimensions)



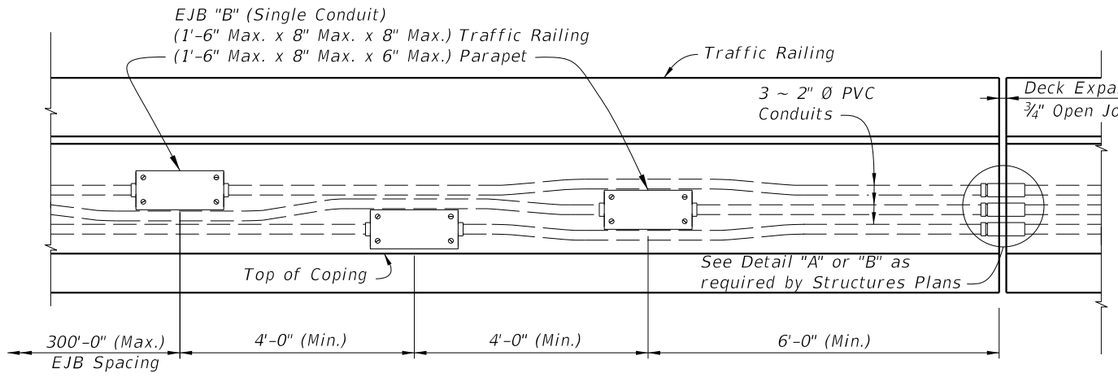
DETAIL "A"
EXPANSION FITTING DETAIL



DETAIL "B" EXPANSION / DEFLECTION
FITTING DETAIL (CONCRETE / CONCRETE)

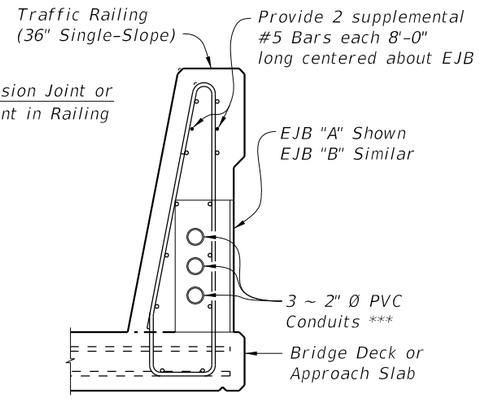


DETAIL "C" EXPANSION / DEFLECTION
FITTING DETAIL (CONCRETE / SOIL)

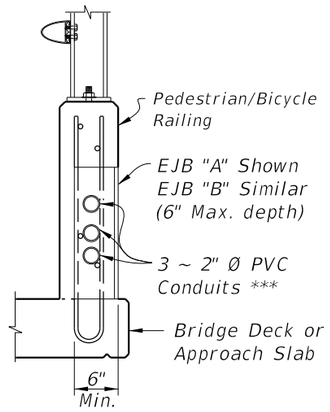


EJB "B" DETAIL

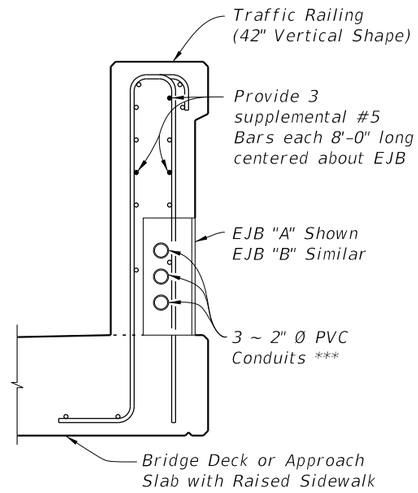
* 36" Single-Slope Traffic Railing shown, other Traffic Railings and Pedestrian/Bicycle Railings similar.
** EJB "A" shown, EJB "B" similar. See EJB "B" Detail.
*** See Sheet 1, Note 5.



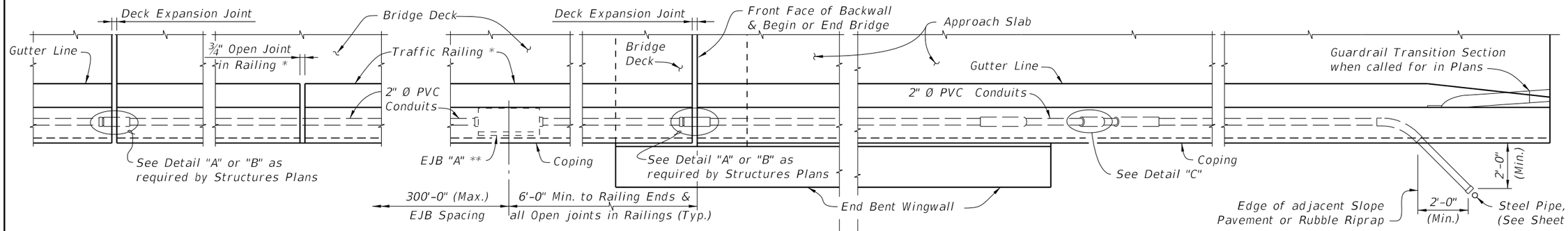
SECTION THRU
TRAFFIC RAILING AT EJB
(36" SINGLE-SLOPE SHOWN,
42" SINGLE-SLOPE SIMILAR)



SECTION THRU PEDESTRIAN /
BICYCLE RAILING AT EJB

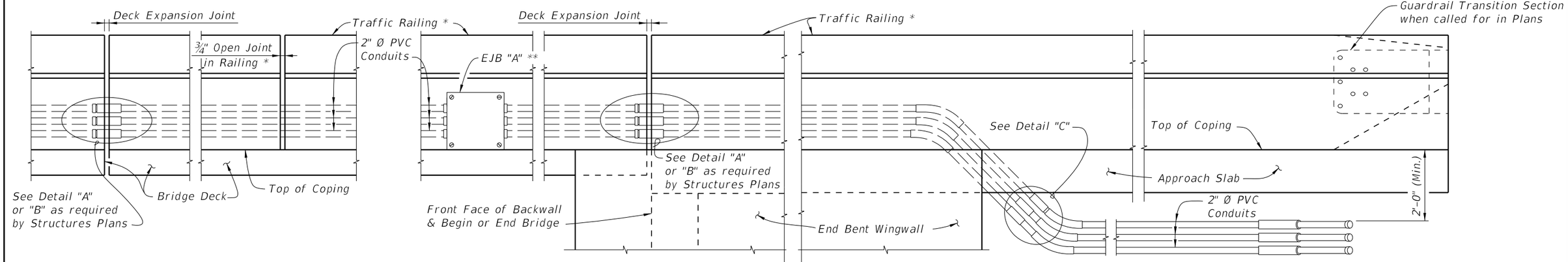


SECTION THRU
TRAFFIC RAILING AT EJB
(42" VERTICAL SHAPE SHOWN,
32" VERTICAL SHAPE SIMILAR)



PARTIAL PLAN VIEW ALONG BRIDGE

PARTIAL PLAN VIEW ALONG APPROACH SLAB WITHOUT CONTINUING TRAFFIC RAILING



PARTIAL ELEVATION VIEW ALONG BRIDGE

PARTIAL ELEVATION VIEW ALONG APPROACH SLAB WITHOUT CONTINUING TRAFFIC RAILING

BRIDGE AND APPROACH SLAB WITH EDGE RAILING

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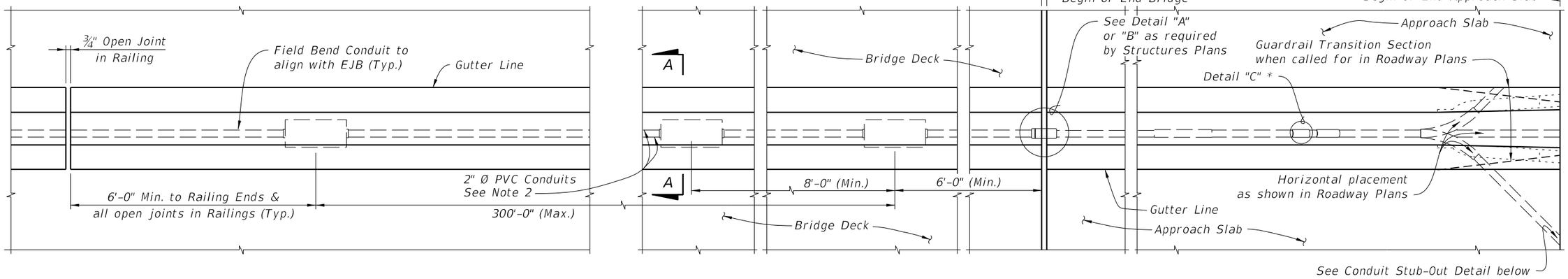
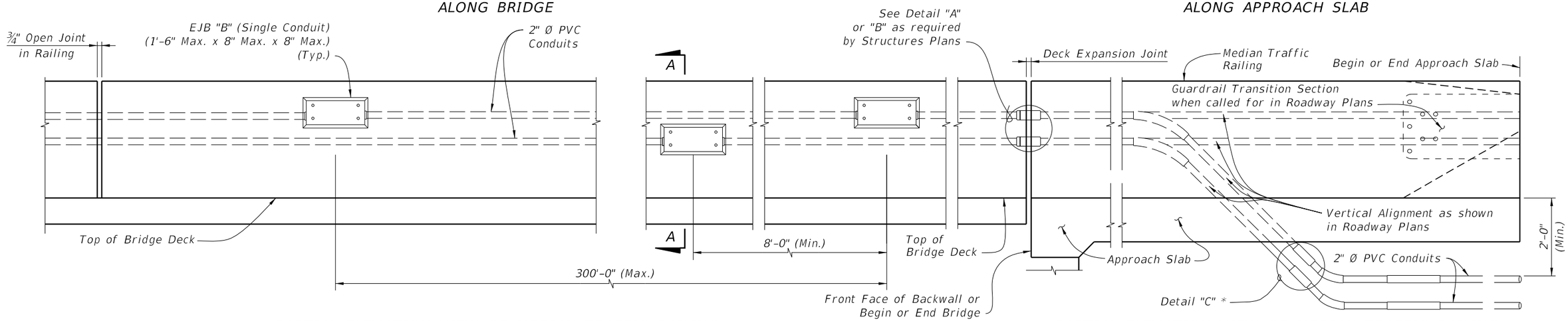


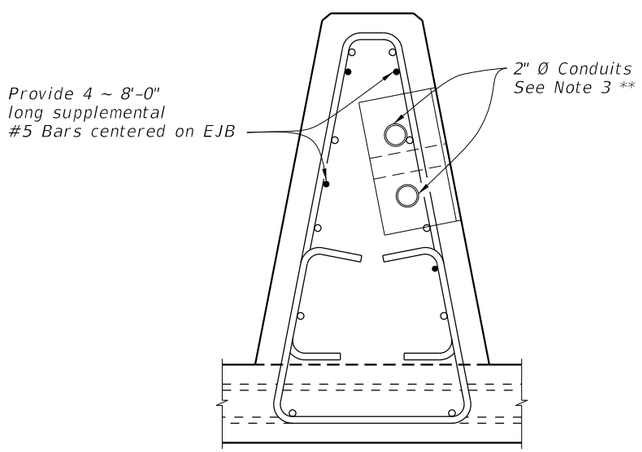
PARTIAL PLAN VIEW OF MEDIAN TRAFFIC RAILING ALONG BRIDGE

PARTIAL PLAN VIEW OF MEDIAN TRAFFIC RAILING ALONG APPROACH SLAB



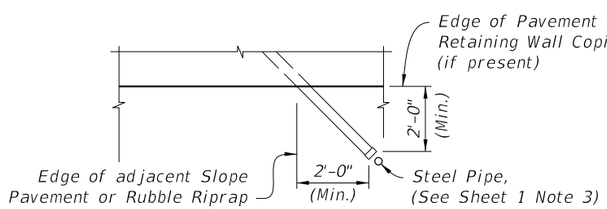
PARTIAL ELEVATION VIEW OF MEDIAN TRAFFIC RAILING ALONG BRIDGE

PARTIAL ELEVATION VIEW OF MEDIAN TRAFFIC RAILING ALONG APPROACH SLAB



SECTION A-A
Median Traffic Railing (See Note 4)

* For non-continuing Traffic Railing only.
** See Sheet 1, Note 5



CONDUIT STUB-OUT DETAIL

NOTES:

1. Work this sheet with Index 521-426.
2. Adjust Conduit horizontally and vertically as necessary to align with EJB "B".
3. When installed in traffic face of a railing, use EJB "B" with a minimum ⅜" thick galvanized steel cover.
4. Position EJB such that, with gasket and cover plate secured and in place, cover plate is flush with the railing face. Flush is +⅛" to -¼" measured with a horizontal straightedge.

BRIDGE AND APPROACH SLAB WITH MEDIAN TRAFFIC RAILING

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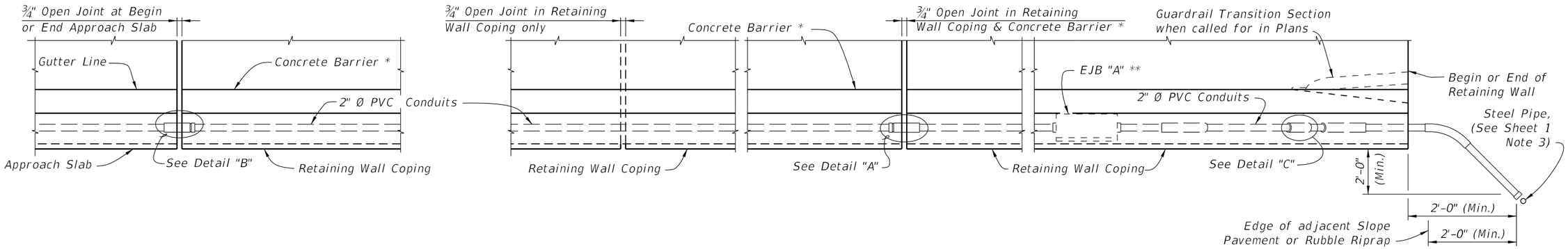
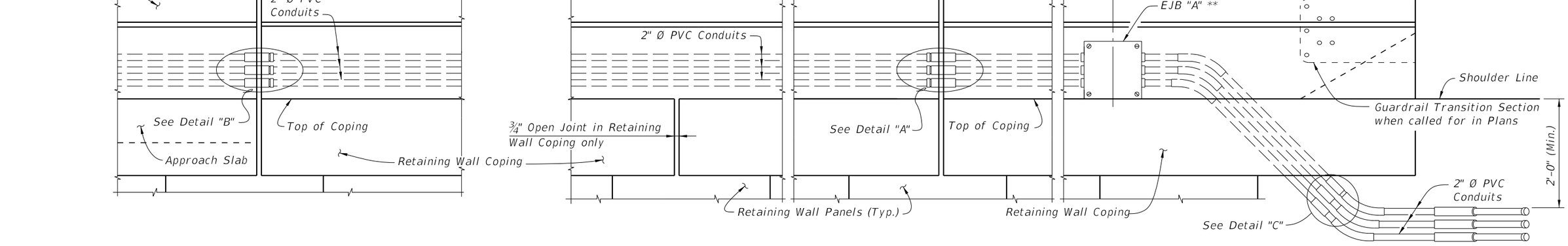
11/01/17			FY 2022-23 STANDARD PLANS	CONDUIT DETAILS - EMBEDDED	630-010	3 of 4



PARTIAL PLAN VIEW ALONG APPROACH SLAB WITH CONTINUING CONCRETE BARRIER

PARTIAL PLAN VIEW ALONG RETAINING WALL



PARTIAL ELEVATION VIEW ALONG APPROACH SLAB WITH CONTINUING Concrete Barrier (Retaining Wall Mounted Concrete Barrier shown, Traffic Railing similar)

PARTIAL ELEVATION VIEW ALONG RETAINING WALL

* Index 521-610 Concrete Barrier/Junction Slab shown, other railings and parapets similar.
** EJB "A" shown EJB "B" similar. See EJB "B" Detail on Sheet 2.

APPROACH SLAB AND RETAINING WALL WITH CONCRETE BARRIER

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11/01/18					630-010	4 of 4