



- NOTES**
1. The foundation depicted on this sheet is applicable to QuadGuard systems for both narrow and wide hazards, 2'-6" system shown.
  2. For the number of bays required see table, Sheet 1.
  3. Provision shall be made for rear fender panels to slide rearward upon impact 2'-6" min.
  4. For barrier connections see 'TRANSITIONS', Sheet Nos. 4 and 5.

Nominal System Width	A (Backup Width)
2'-0"	2'-0"
2'-6"	2'-6"
3'-0"	3'-0"
5'-9"	5'-3 3/4"
7'-6"	6'-10 5/8"

No. Of Bays	L <sub>0</sub>	REINFORCEMENT		CONCRETE (CY)
		#3	#5	
2	9'-0"	14'-8"	34'-8"	2.0
3	12'-0"	22'-0"	46'-8"	2.3
4	15'-0"	25'-8"	58'-8"	2.6
5	18'-0"	33'-0"	70'-8"	2.9
6	21'-0"	36'-8"	82'-8"	3.2
7	24'-0"	44'-0"	94'-8"	3.5
9	30'-0"	55'-0"	118'-8"	4.1

Note: Monorail anchorage bolt spacing to be in accordance with the manufacturer's installation drawings and specifications.

THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLETS PUBLISHED IN EITHER ENGLISH OR METRIC UNITS.

# PERMANENT FOUNDATION FOR TENSION STRUT BACKUP ASSEMBLY

Revised: 7-10-01

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			
<b>QuadGuard</b>			
INTERIM STANDARD		APPROVED BY <i>Beim Blankard</i> State Roadway Design Engineer	
THIS SHEET IS A REPLACEMENT FOR INDEX NO. 435 (SHEET 2 OF 6) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.			
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	2 of 6	0435	