BRIEVE END HAZARD

TWO-WAY TRAFFIC (UNDIVIDED)

ONE-WAY TRAFFIC

HAZARD 4' OR LESS FROM FACE OF CURB

CONCRETE BARRIER WALL (RIGID) (CURB & GUTTER)
CURB AND GUTTER WITH UTILITY STRIP AND WITHOUT ADJACENT BICYCLE LANE
**CONCRETE BARRIER WALL (RIGID) (CURB & GUTTER)**

**CURB AND GUTTER WITHOUT UTILITY STRIP AND WITHOUT ADJACENT BICYCLE LANE**

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**

**HAZARD 4’ OR LESS FROM FACE OF CURB**

**BRIDGE END HAZARD**

- **TWO-WAY TRAFFIC (UNDIVIDED)**
  - Departure: 25’ unless otherwise called for in plans.
  - Sidewalk alignment varies to suit conditions around hazard.
  - Tactile surface.
  - Type F curb & gutter (2”).

- **ONE-WAY TRAFFIC**
  - Sidewalk (6’6’’ std.).
  - Type F curb & gutter (2”).

**NOTE:**
- X-Length of advancement in feet for near and opposing approach lanes. See Sheet 17.
- For locations with utility strips see Sheet 13.
- For transition, alignment and vehicle lane widths see Sheet 5 & 16.

The 2.5’ offset to the toe of barrier wall cannot be reduced to accommodate hazards. However, hazards located in the area of the offset toe shall be accommodated by the design on Sheet 12.

**END BARRIER WALL (RIGID) (CURB & GUTTER)**

- **TWO-WAY TRAFFIC (UNDIVIDED)**
  - Departure: 25’ unless otherwise called for in plans.
  - Sidewalk alignment varies to suit conditions around barrier wall.
  - Tactile surface.
  - Type F curb & gutter (2”).

- **ONE-WAY TRAFFIC**
  - Sidewalk (6’6’’ std.).
  - Type F curb & gutter (2”).

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**

**CONCRETE BARRIER WALL**

**CURB AND GUTTER WITHOUT UTILITY STRIP AND WITHOUT ADJACENT BICYCLE LANE**

**NOTE:**
- X-Length of advancement in feet for near and opposing approach lanes. See Sheet 17.
- For locations with utility strips see Sheet 13.
- For transition, alignment and vehicle lane widths see Sheet 5 & 16.

The 2.5’ offset to the toe of barrier wall cannot be reduced to accommodate hazards. However, hazards located in the area of the offset toe shall be accommodated by the design on Sheet 12.
CONCRETE BARRIER WALL (RIGID) (CURB & GUTTER) • TRANSITION SEGMENTS • WITHOUT ADJACENT BICYCLE LANE
WITH OR WITHOUT UTILITY STRIP
NEAT LINE PICTORIAL VIEW

SECTION AA
Conct. Joint Permitted

SECTION BB
Conct. Joint Permitted

NEAT LINE PICTORIAL VIEW

SECTION CC

NOTES:
1. The transition zones shall be developed into the end of the barrier wall in the following manner:
   a. A 12" diameter hole 7" deep in 6" centerline shall be drilled in the end of the barrier wall and the bars in the hole extended into the transition segment shall be wrapped with one layer of 8" Type I asbestos-cement wrapping and then covered with the same carpenter.
   b. When construction joints are utilized for transition segment construction, the slab shall be bonded to the footing in the following manner:
      i. For 6" slab 12" long shall be extended 7" into the footing. The dowel shall be spaced at 5" on center with the final dowel located 5" from the barrier wall. Dowel may be placed within or adjacent to the paving.

SIDEWALK DRAINAGE SLOT FOR BARRIER WALL (RIGID) (CURB & GUTTER)

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
CONCRETE BARRIER WALL
ONE-WAY AND TWO-WAY TRAFFIC (NEAR LANE APPROACH)

CONCRETE BARRIER WALL (RIGID) (CURB & GUTTER) • TRANSITION SEGMENT • WITHOUT ADJACENT BICYCLE LANE
CONCRETE BARRIER WALL

SHOULDER BARRIER WALL AT ABOVE GROUND RIGID HAZARDS
WHEN GUARDRAIL OFFSET FROM HAZARD LESS THAN 3'

PLAN FOR DESIGN SPEED ≤ 45 MPH

PLAN FOR DESIGN SPEED ≥ 50 MPH

Notes:
1. This table is intended for use where the wall is supported against the hazard, when the height between rail lip and rail remains constant. The table is applicable only to walls with a design speed of 45 mph or less. The wall height and design speed are to be selected as different to suit the design.

2. The table is applicable only to walls with a design speed of 45 mph or less. The wall height and design speed are to be selected as different to suit the design.

3. The wall is to be supported against the hazard, when the height between rail lip and rail remains constant. The table is applicable only to walls with a design speed of 45 mph or less. The wall height and design speed are to be selected as different to suit the design.

4. In selecting the appropriate wall height and design speed, the wall height and design speed are to be selected as different to suit the design.
HAZARD PENETRATING STEM OF RIGID CONCRETE BARRIER WALLS

REINFORCED CONCRETE BARRIER WALL APPLICATIONS

1) Reinforced Concrete Barrier Wall Slanted With Flashing, Or, Section 177 Or Section 182 With Curb & Gutter

Barrier wall thickness that conflict with bent or pier foundations shall be modified as described in the plan.

BARRIER WALL AT SQUARE PIER

CONCRETE BARRIER WALL WHEN SPAN BETWEEN BENT SUPPORTS OR PIER COLUMNS EXCEEDS 13'

CONCRETE BARRIER WALL WHEN GUARDRAIL OFFSET FROM BENT OR PIER LESS THAN 3 FEET OR WHERE WALL STEM ABUTS SUPPORTS OR PIER COLUMN
END TREATMENT FOR PRECAST OR CAST-IN-PLACE WALLS

NOTES
1. Where reworking is necessary to fill reamed holes the reamed surface shall be mortised in accordance with Index No. 400.
2. The reamed holes shall not be bolted to the posts and blocks at post numbers (1.5.3) and (3.5).
3. For additional wall details, see Sheet 21.
4. For additional guardrail information refer to Index No. 450.

GUARDRAIL CONNECTION TO TRAPEZOIDAL BARRIER WALL