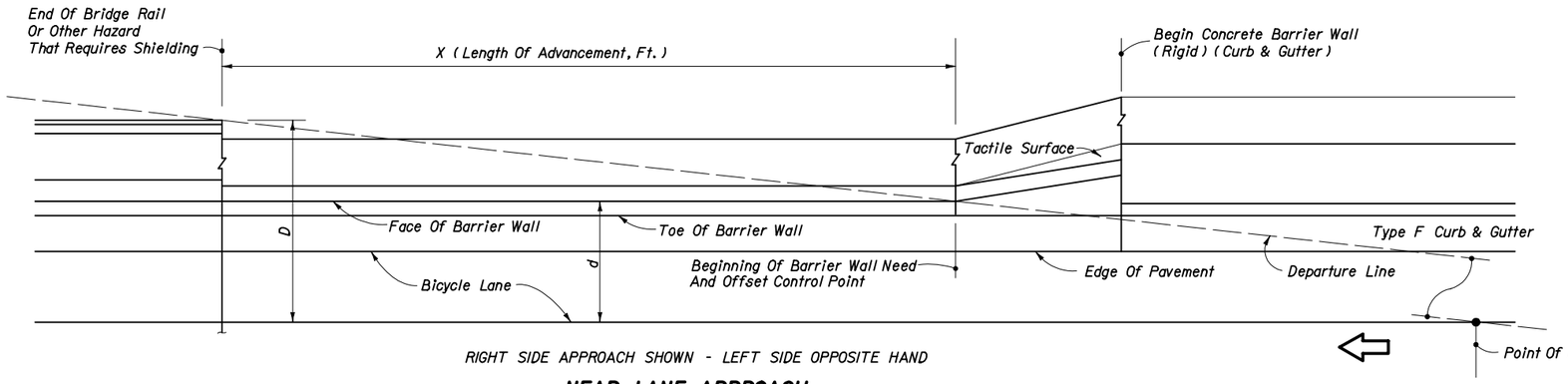
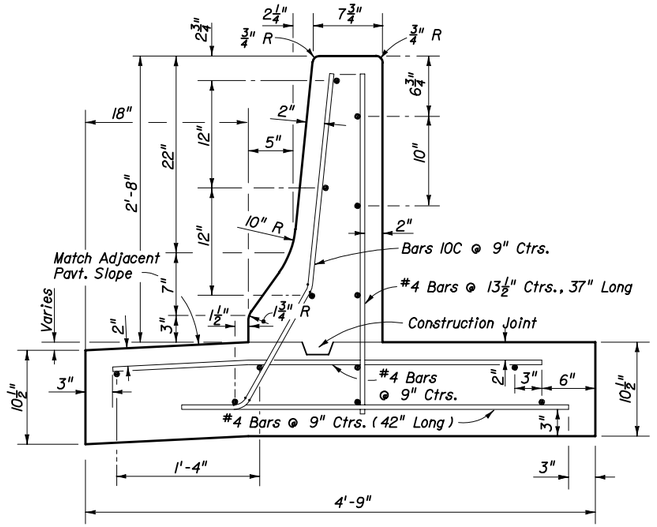
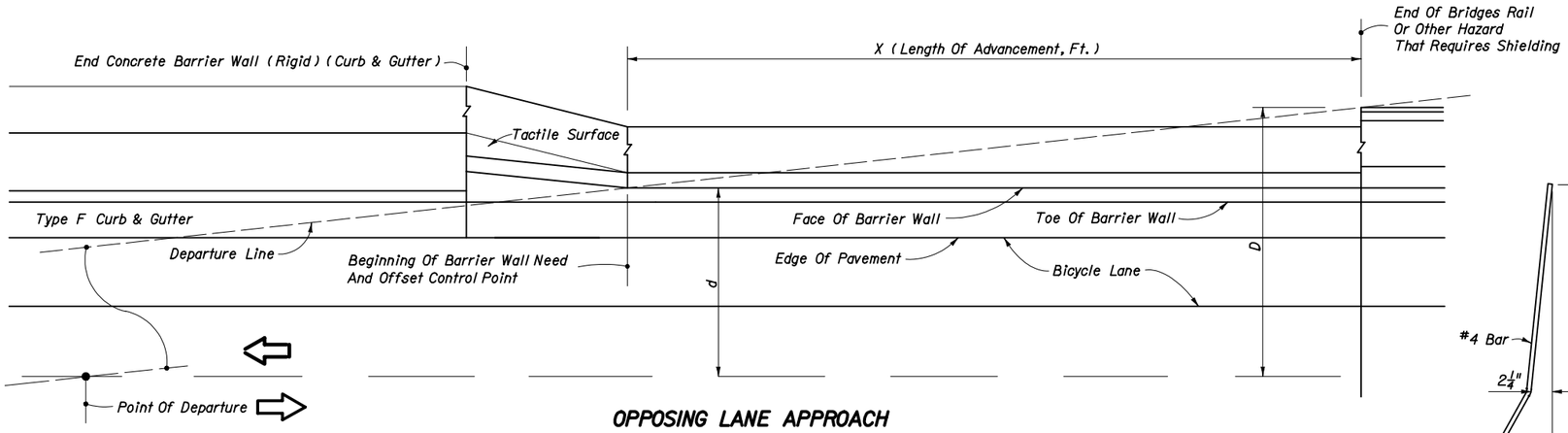


RIGHT SIDE APPROACH SHOWN - LEFT SIDE OPPOSITE HAND

NEAR LANE APPROACH



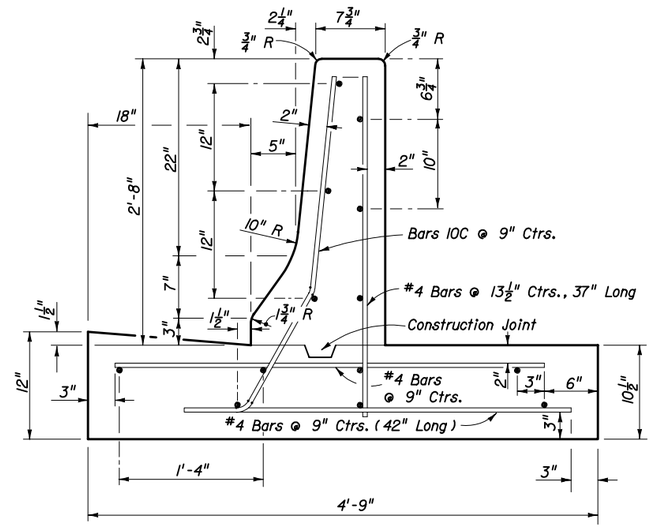
FOR HIGH SIDE



OPPOSING LANE APPROACH

WITH OR WITHOUT UTILITY STRIP - UTILITY STRIP SHOWN - SEE SHEET 8 & 9 FOR APPLICATIONS

BAR 10C
BENDING DIAGRAM



FOR LOW SIDE

Design Speed mph	Length Of Advancement, Ft. (X)
≤45	= 16 (D-d)
Note: The minimum length of advancement for both near and opposing lane approaches is 40'.	

Equation Variables:

D= Distance in feet from near edge of the near approach traffic lane to back of hazard or clear zone width whichever is lesser. For left side hazards and clear zones on two-way undivided facilities D is measured from the inside edge of the near approach traffic lane.

d= Distance in feet from near edge of the near approach traffic lane to the face of barrier (at offset control point). For left side hazards on two-way undivided facilities d is measured from the inside edge of the nearest opposing traffic lane.

LENGTH OF ADVANCEMENT

Note: All longitudinal reinforcement #4 bars. Minimum segment length for this wall is 40'. Shorter segments due to construction or expansion joint shall be dowled in the manner described for 'Transition Segments' on Sheet 11. Transverse expansion joints are to be constructed at the juncture of wall transitions and curb and gutter, and at intervals so that spacing will not exceed 100'.
For barrier wall inlet details see Index No. 219. Inlet extends into bicycle lane 12".
Wall to be paid for under the contract unit Price for Concrete Barrier Wall (Rigid-Curb & Gutter), LF.

Estimated Quantities Per Linear Foot Of Wall:
Class II Concrete: 0.23 C.Y.
Reinforcing Steel: 20.7 Lbs.

SECTION TT

CONCRETE BARRIER WALL (RIGID) (CURB & GUTTER) • WITH ADJACENT BICYCLE LANE

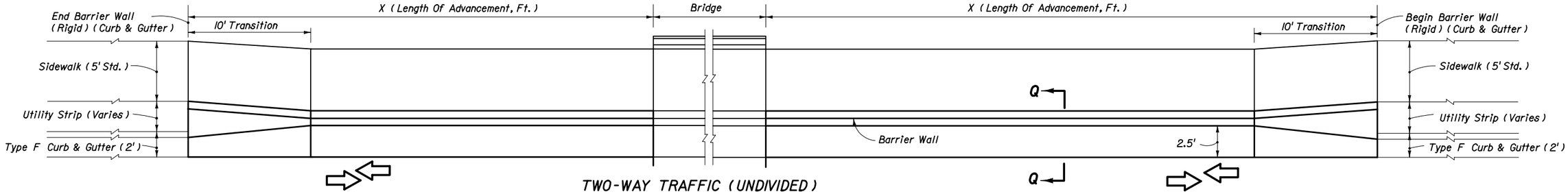
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

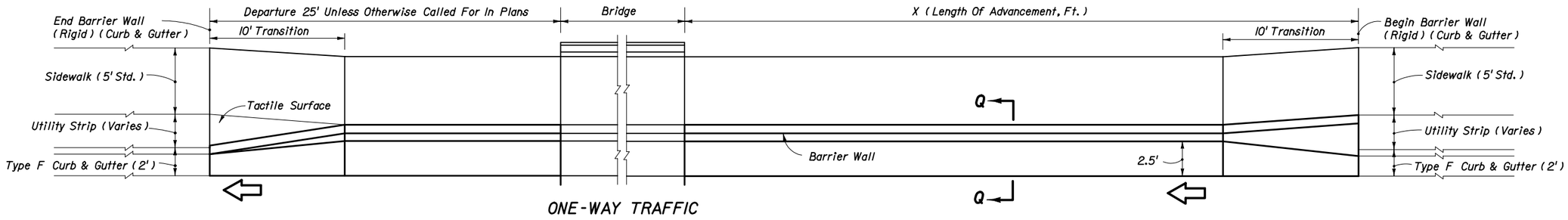
	Names	Dates
Designed By	STAFF	10/97
Drawn By	HKH	10/97
Checked By	JVG	10/97

Approved By
Roadway Design Engineer

Revision	Sheet No.	Index No.
00	12 of 22	410

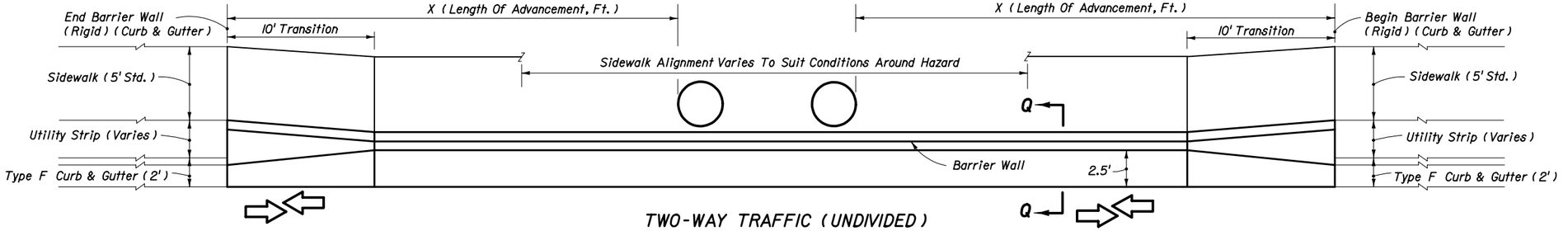


TWO-WAY TRAFFIC (UNDIVIDED)

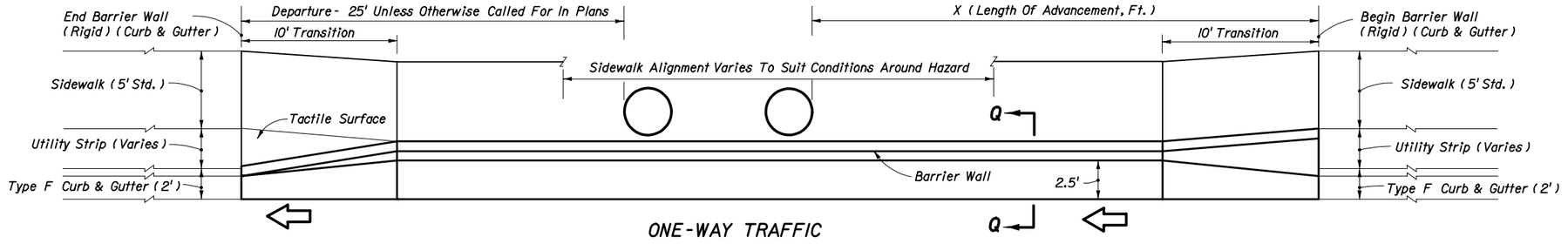


ONE-WAY TRAFFIC

BRIDGE END HAZARD



TWO-WAY TRAFFIC (UNDIVIDED)



ONE-WAY TRAFFIC

HAZARD 4' OR LESS FROM FACE OF CURB

NOTE:

X = Length of advancement in feet for near and opposing approach lanes. See Sheet 17.

For locations without utility strips see Sheet 14. For transition, sidewalk and sectional details see Sheets 15 & 16.

The 2.5' offsets to toe of barrier wall cannot be reduced to accommodate hazards; however, hazards located in the stem of the wall may be accommodated by the detail on Sheet 19.

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

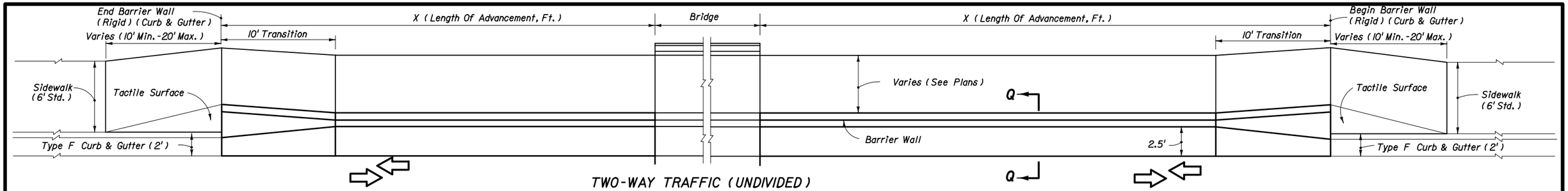
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

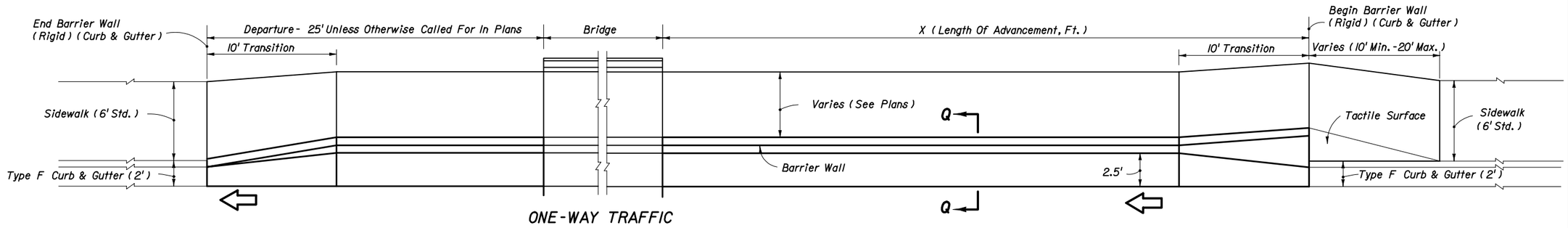
	Names	Dates
Designed By		
Drawn By	HSD	10/85
Checked By	JBW/JVG	10/85

Approved By
Roadway Design Engineer

Revision	Sheet No.	Index No.
00	13 of 22	410

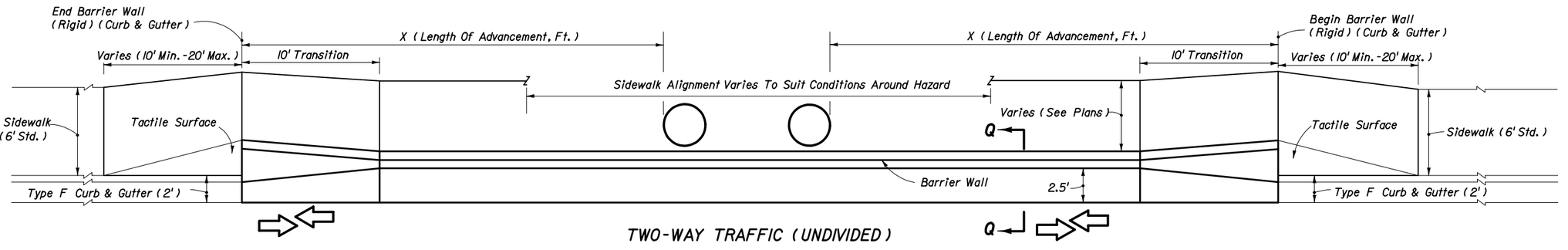


TWO-WAY TRAFFIC (UNDIVIDED)

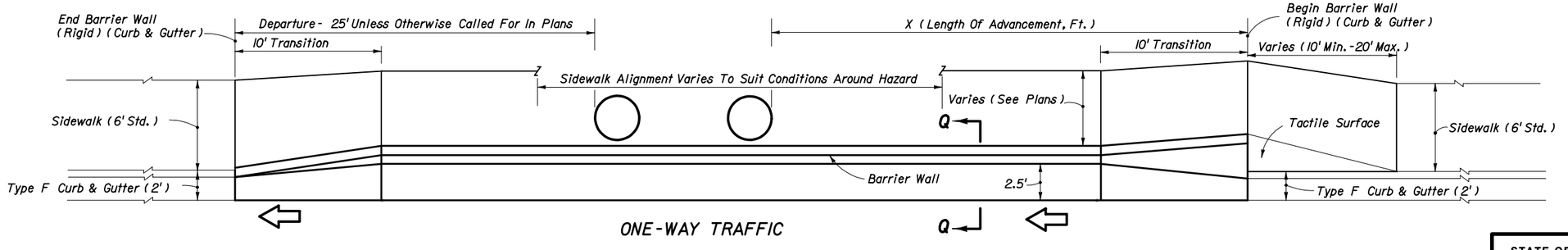


ONE-WAY TRAFFIC

BRIDGE END HAZARD



TWO-WAY TRAFFIC (UNDIVIDED)



ONE-WAY TRAFFIC

HAZARD 4' OR LESS FROM FACE OF CURB

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, sidewalk and sectional details see Sheet 15 & 16.

The 2.5' offsets to toe of barrier wall cannot be reduced to accommodate hazards; however, hazards located in the stem of the wall may be accommodated by the detail on Sheet 19.

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

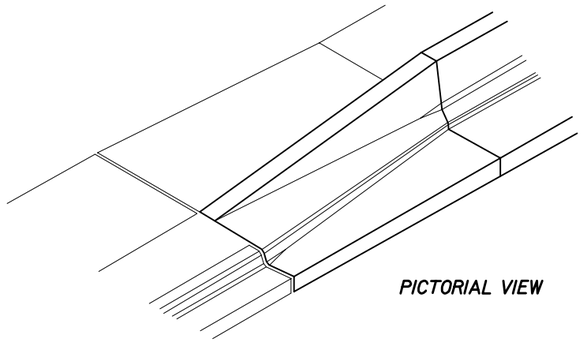
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

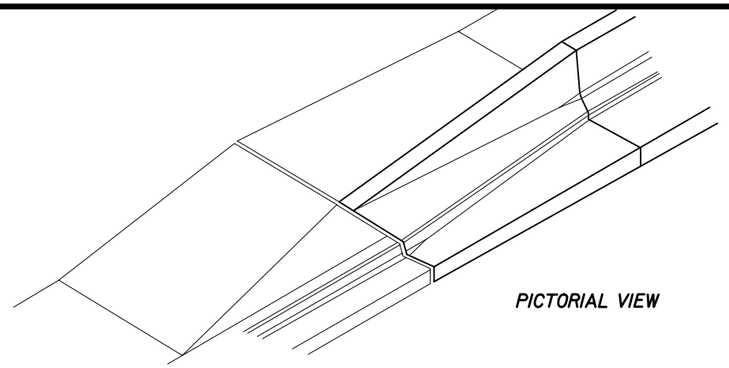
	Names	Dates
Designed By		
Drawn By	HSD	10/85
Checked By	JBW/JNG	10/85

Approved By
Roadway Design Engineer

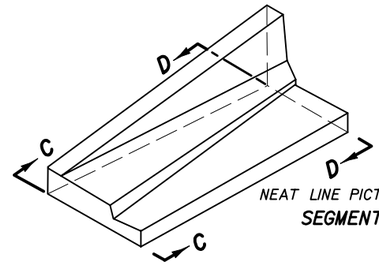
Revision	Sheet No.	Index No.
00	14 of 22	410



PICTORIAL VIEW

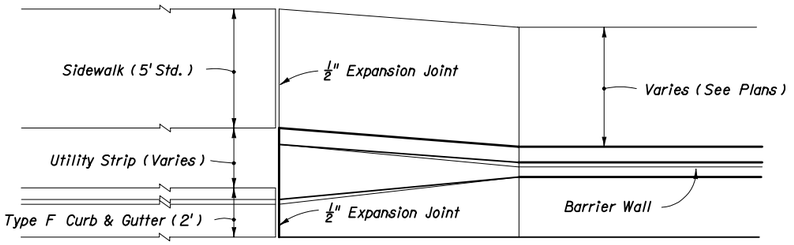


PICTORIAL VIEW



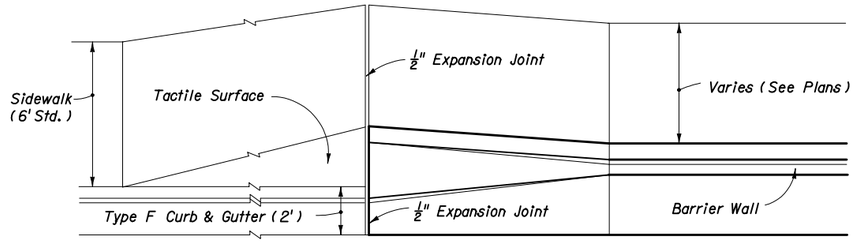
NEAT LINE PICTORIAL VIEW

SEGMENT



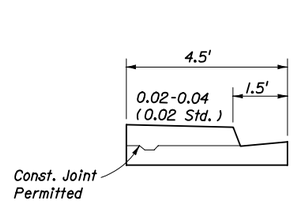
PLAN

WITH UTILITY STRIP

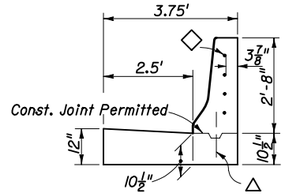


PLAN

WITH UTILITY STRIP



SECTION CC

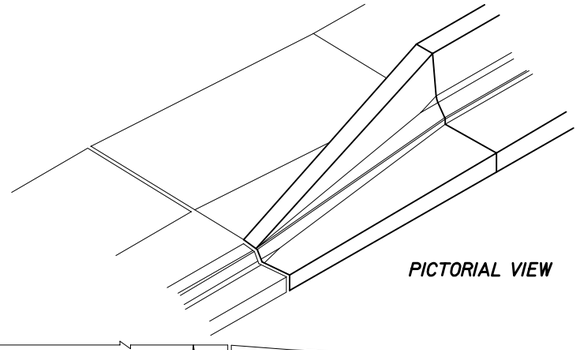


SECTION DD

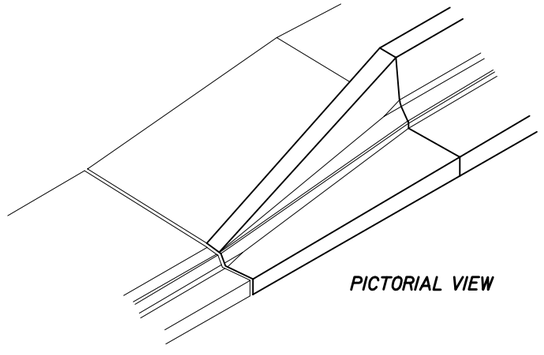
◇ See Sheet 16

△ See Sheet 16

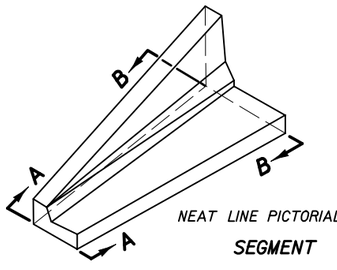
TWO-WAY TRAFFIC (OPPOSING LANE APPROACH)



PICTORIAL VIEW



PICTORIAL VIEW

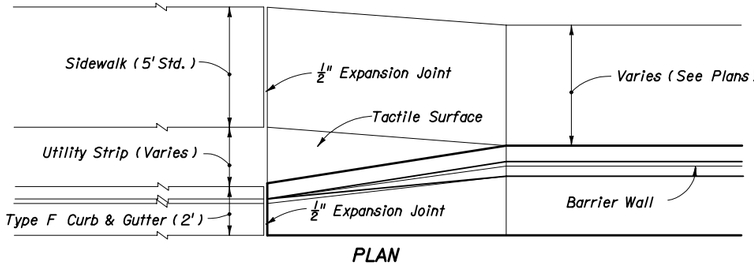


NEAT LINE PICTORIAL VIEW

SEGMENT

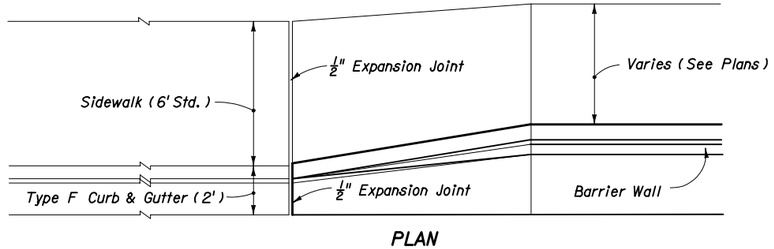
◇ See Sheet 16

△ See Sheet 16



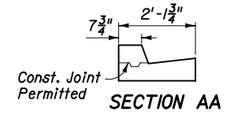
PLAN

WITH UTILITY STRIP

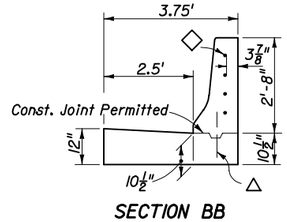


PLAN

WITH UTILITY STRIP



SECTION AA



SECTION BB

ONE-WAY TRAFFIC (TRAILING END)

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

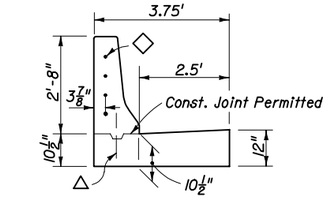
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

	Names	Dates
Designed By		
Drawn By	HSD	10/85
Checked By	JBW/JVG	10/85

Approved By: Roadway Design Engineer

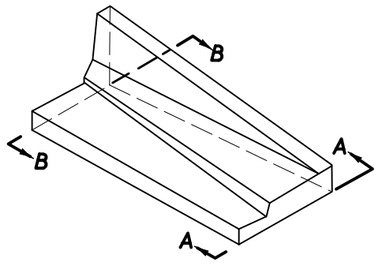
Revision	Sheet No.	Index No.
00	15 of 22	410



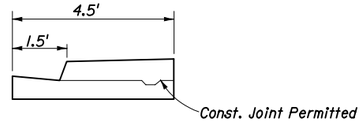
SECTION BB

◇ See Notes This Sheet

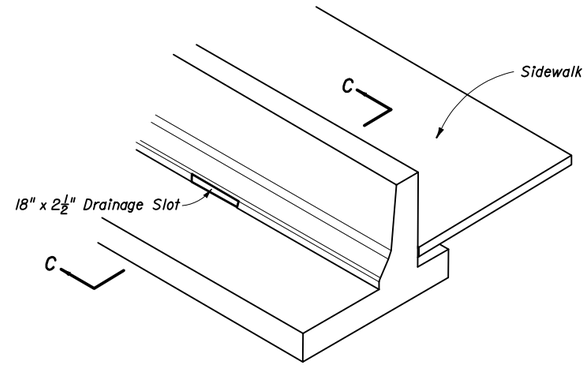
△ See Notes This Sheet



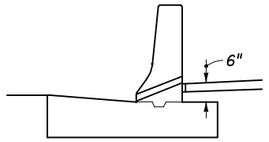
WITH OR WITHOUT UTILITY STRIP
NEAT LINE PICTORIAL VIEW



SECTION AA



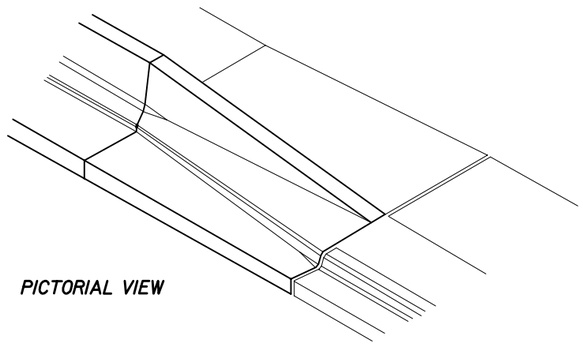
NEAT LINE PICTORIAL VIEW



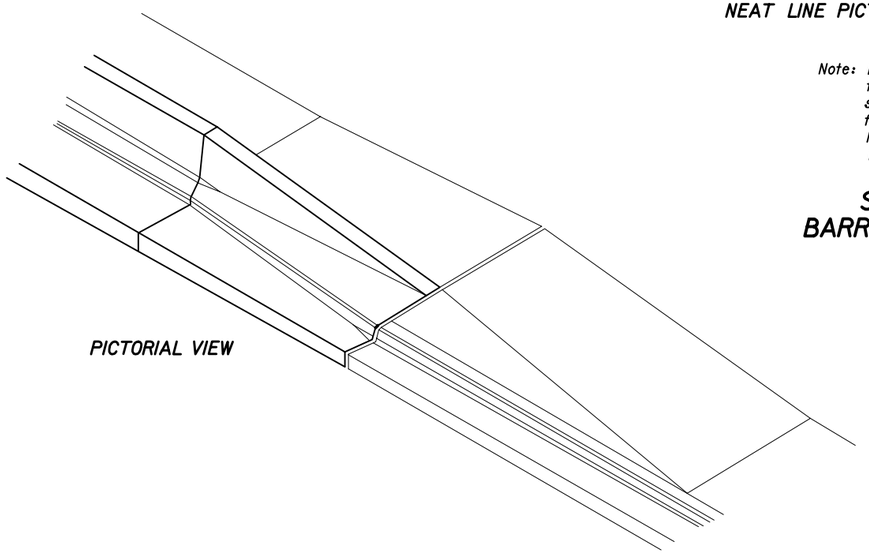
SECTION CC

Note: Drainage slots shall be located at all low points along the sidewalk, and, unless otherwise shown in the plans, slots shall be spaced at intervals not exceeding 50' in fill sections and 20' in cut sections. Slots shall be located such that only one bar is cut away or deleted in front and back lines of vertical reinforcement.

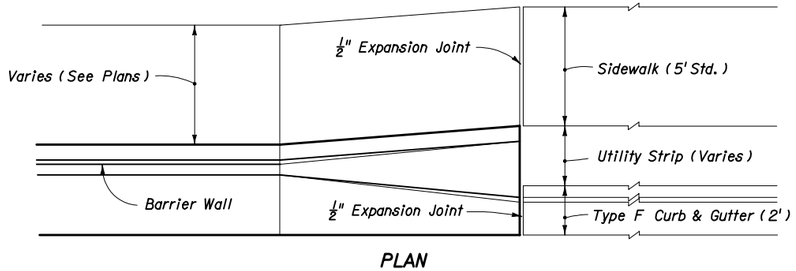
SIDEWALK DRAINAGE SLOT FOR BARRIER WALL (RIGID) (CURB & GUTTER)



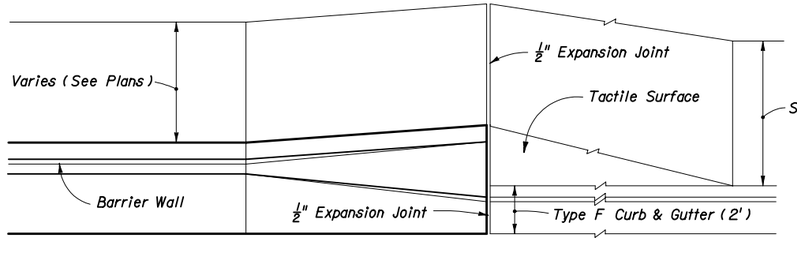
PICTORIAL VIEW



PICTORIAL VIEW



PLAN
WITH UTILITY STRIP



PLAN
WITHOUT UTILITY STRIP

NOTE:

◇ Transition Segments Shall Be Doweled Into The End Of The Barrier Wall In The Following Manner:
Four 1 1/4" diameter holes 6" deep on 6" centers shall be drilled in the end of the barrier and #6 bars 15" long set in epoxy mortar. The ends of the dowels extending into the transition segment shall be wrapped with one layer of 15 lb. Type I asphalt-saturated roofing felt with the ends crimped.

△ When Construction Joints Are Utilized For Transition Segment Construction The Stem Shall Be Doweled To The Footing In The Following Manner:
Five #5 bars 15" long shall be embedded 7" into the footing. The dowels shall be spaced 15" on centers with the first dowel located 12" from the barrier wall. Dowels may be placed within or adjacent to the keyway.

RIGHT SIDE SHOWN, LEFT SIDE OPPOSITE HAND

ONE-WAY AND TWO-WAY TRAFFIC (NEAR LANE APPROACH)

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

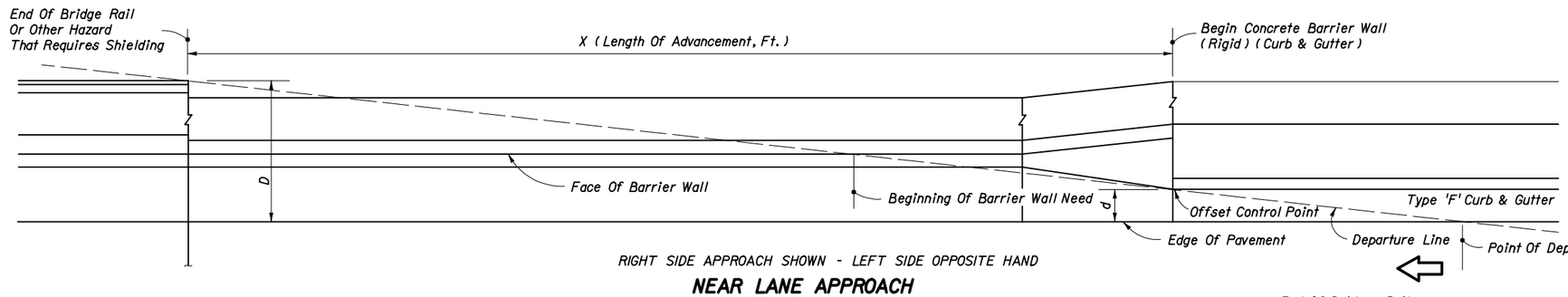
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

	Names	Dates
Designed By		
Drawn By	HSD	10/85
Checked By	JBW/JVG	10/85

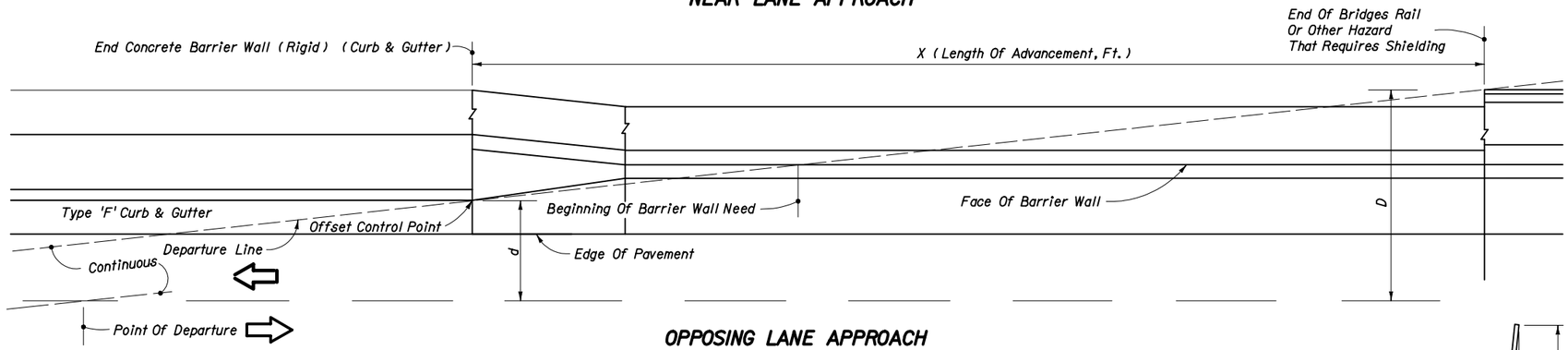
Approved By
Roadway Design Engineer

Revision	Sheet No.	Index No.
00	16 of 22	410



RIGHT SIDE APPROACH SHOWN - LEFT SIDE OPPOSITE HAND

NEAR LANE APPROACH



OPPOSING LANE APPROACH

WITH OR WITHOUT UTILITY STRIP - UTILITY STRIP SHOWN - SEE SHEET 13 & 14 FOR APPLICATIONS

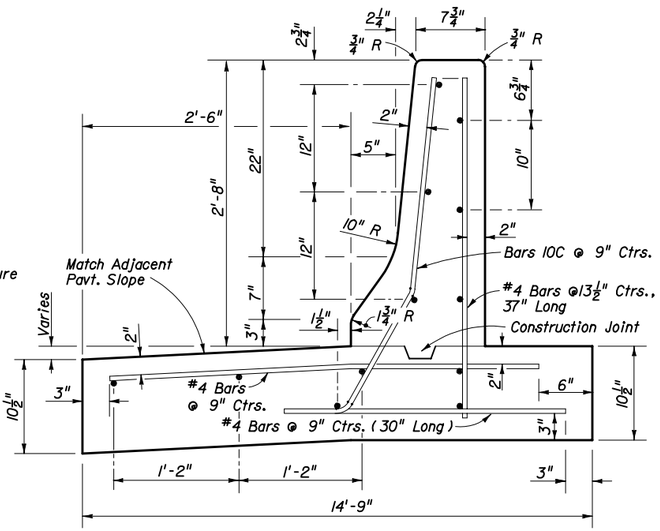
Design Speed mph	Length Of Advancement, Ft. (X)
≤45	16 (D-d)
Note: The minimum length of advancement for both near and opposing lane approaches is 40'.	

Equation Variables:

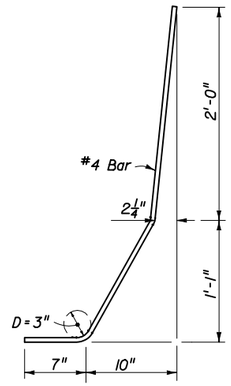
D = Distance in feet from near edge of the near approach traffic lane to back of hazard or clear zone width whichever is lesser. For left side hazards and clear zones on two-way undivided facilities D is measured from the inside edge of the near approach traffic lane.

d = Distance in feet from near edge of the near approach traffic lane to the face of curb (at offset control point). For left side hazards on two-way undivided facilities d is measured from the inside edge of the nearest opposing traffic lane.

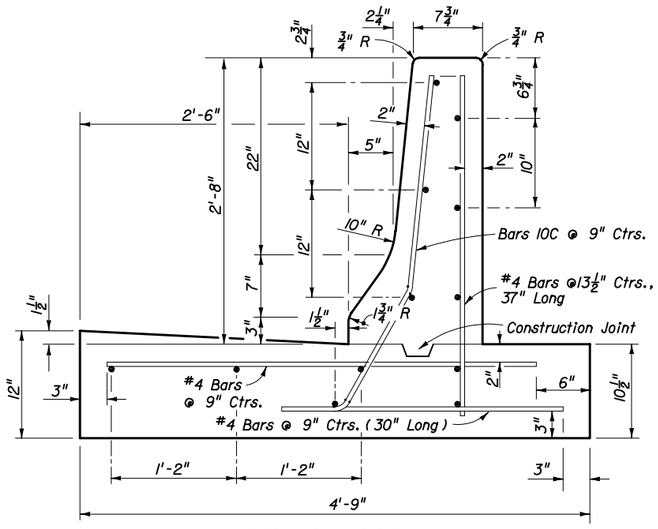
LENGTH OF ADVANCEMENT



FOR HIGH SIDE



BAR 10C BENDING DIAGRAM



FOR LOW SIDE

Note: All longitudinal reinforcement #4 bars. Minimum segment length for this wall is 40'. Shorter segments due to construction or expansion joint shall be dowled in the manner described for 'Transition Segments' on Sheet 16. Transverse expansion joints are to be constructed at the juncture of wall transitions and curb and gutter, and at intervals so that spacing will not exceed 100'.
For barrier wall inlet details see Index No. 219.
Wall to be paid for under the contract unit Price for Concrete Barrier Wall (Rigid-Curb & Gutter), LF.

Estimated Quantities Per Linear Foot Of Wall:
Class II Concrete: 0.23 C.Y.
Reinforcing Steel: 19.7 Lbs.

SECTION QQ

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

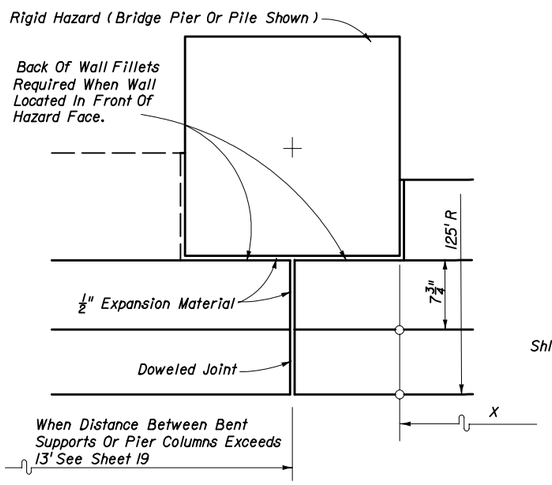
CONCRETE BARRIER WALL

	Names	Dates
Designed By		
Drawn By	HSD	10/85
Checked By	JBW/JVG	10/85

Approved By
Roadway Design Engineer

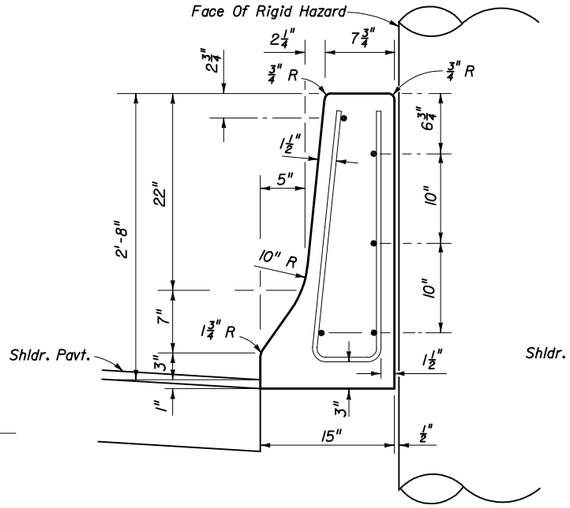
Revision	Sheet No.	Index No.
00	17 of 22	410

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

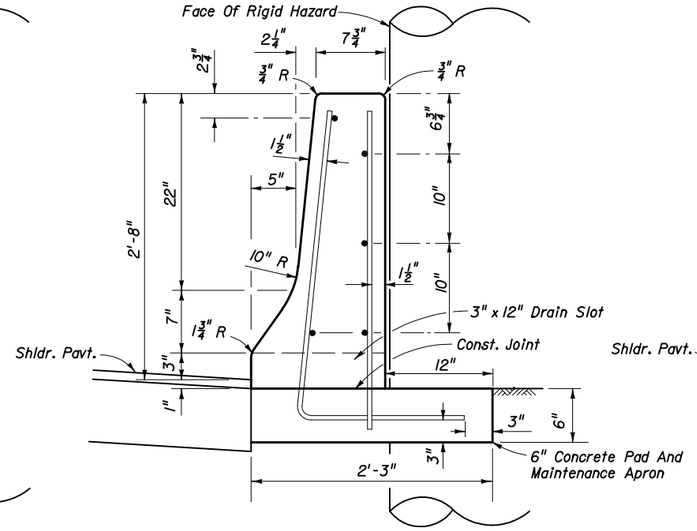


BARRIER WALL AT SQUARE OR RECTANGULAR SHAPED HAZARD

PARTIAL PLAN

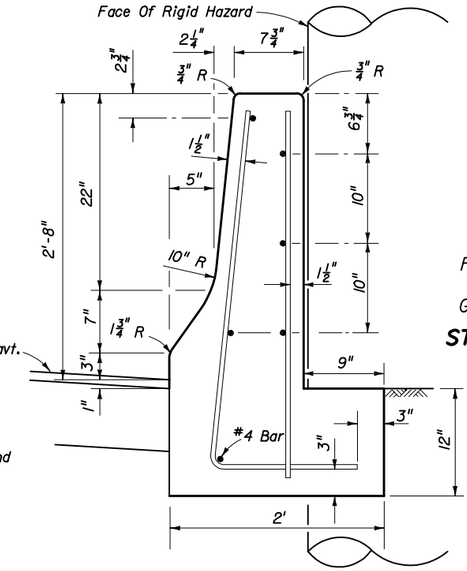


SECTION AA

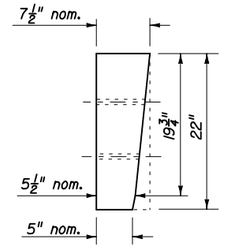


TO BE CONST. IN LIEU OF SECTION AA WHEN THRU DRAINAGE REQUIRED

SECTION BB

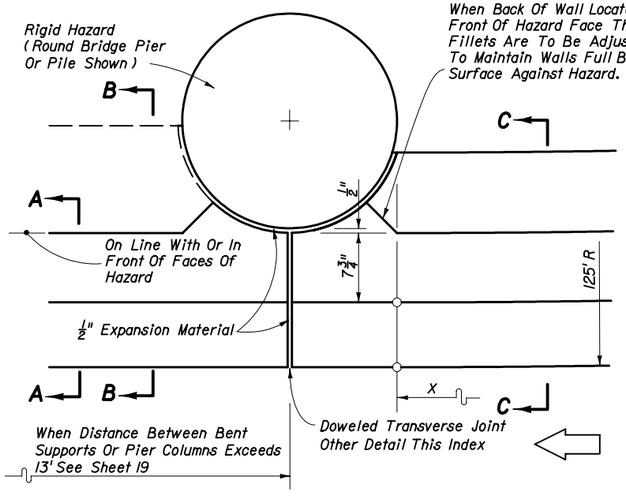


SECTION CC



FOR USE WITH EITHER 1:10 OR 1:15 GUARDRAIL TRANSITIONS

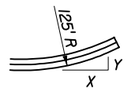
STANDARD THRIE-BEAM OFFSET BLOCK (FIELD TRIMMED)



BARRIER WALL AT ROUND HAZARD

PARTIAL PLAN

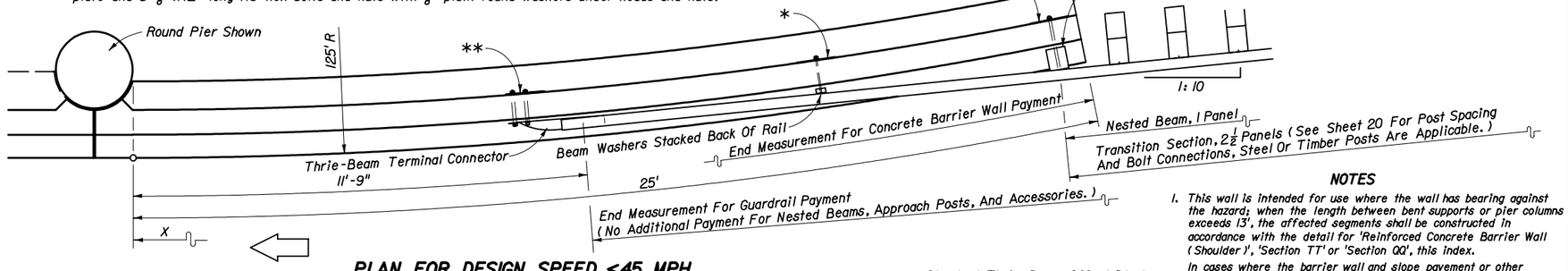
ARC LENGTH (FT)	DISTANCE "x" (FT)	OFFSETS "y" "y" (FT)
4	4.00	0.06
8	7.99	0.26
12	11.98	0.58
16	15.96	1.02
20	19.91	1.60
21	20.91	1.76
24	23.85	2.30
25	24.83	2.49



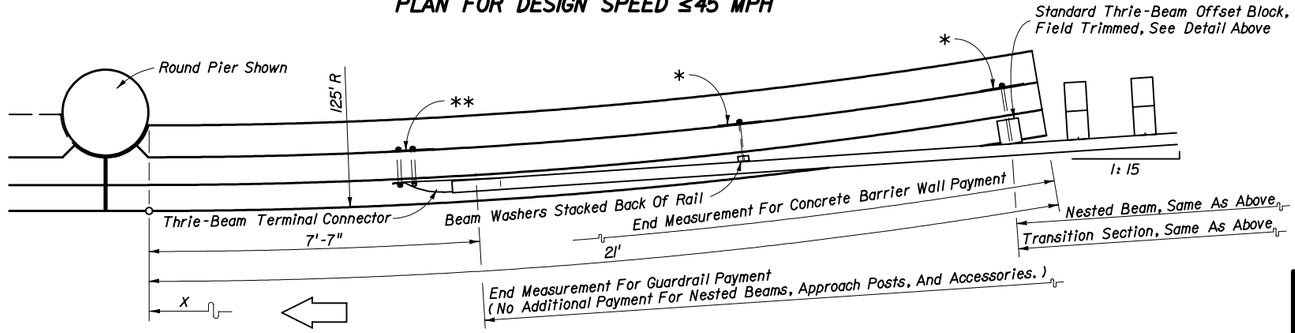
Note:
Wall may be constructed in chords having lengths ≤ 4 feet.

* 12" x 12" x ¼" galvanized steel back-up plate with ⅝" post bolts (either 14" or 18" long) and nuts with ⅝" plain round washers under nuts.

** Attach thrie-beam terminal connector to shoulder barrier wall with a 21" x 12" x ⅜" thrie beam terminal connector plate and 5-⅞" x 12" long HS hex bolts and nuts with ⅞" plain round washers under heads and nuts.



PLAN FOR DESIGN SPEED ≤45 MPH



PLAN FOR DESIGN SPEED ≥50 MPH

Note: For continuous barrier between independent bents or single pier columns see Sheet 19.

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

NOTES

1. This wall is intended for use where the wall has bearing against the hazard; when the length between bent supports or pier columns exceeds 13', the affected segments shall be constructed in accordance with the detail for 'Reinforced Concrete Barrier Wall (Shoulder)', 'Section TT' or 'Section QQ', this index.

   In cases where the barrier wall and slope pavement or other structure would occupy the same location, the wall and structure are to be modified as detailed in the plans.
2. The barrier wall radial segments are intended for use on approach and trailing ends of both one-way and two-way facilities. The guardrail connections shown on this sheet apply to one-way approaches and to the approaching and trailing ends of two-lane two-way facilities. On trailing ends of two-way multilane and one-way facilities the end connection on Sheet 2 may be used.

   For walls with normal offsets from hazards and their guardrail connections, see Sheet 20.
3. All vertical reinforcement #4 bars at 12" centers. All horizontal bars #5 bars.
4. Refer to Index No. 400 for additional guardrail information.
5. Wall to be paid for under the contract unit price for Barrier Wall Concrete (Rigid-Shoulder), LF.

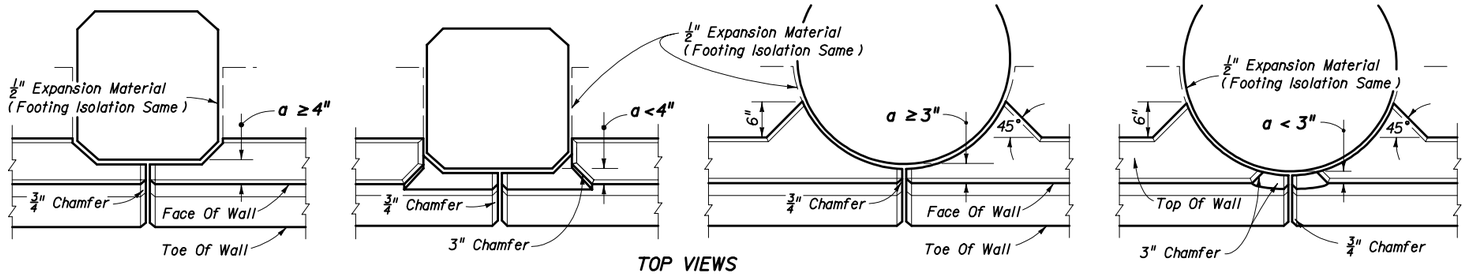
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

	Names	Dates
Designed By		
Drawn By	HSD	11/89
Checked By	JVG/KNM	11/89

Approved By
Roadway Design Engineer

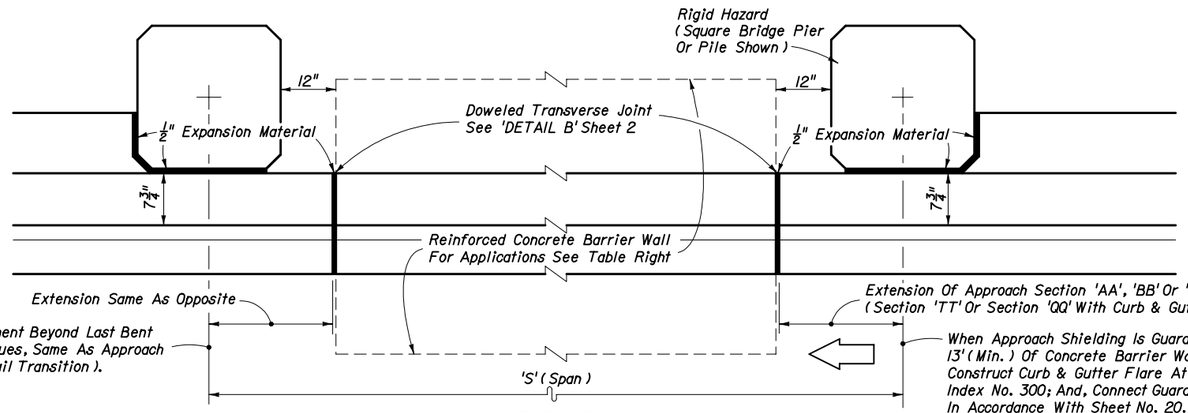
Revision	Sheet No.	Index No.
00	18 of 22	410



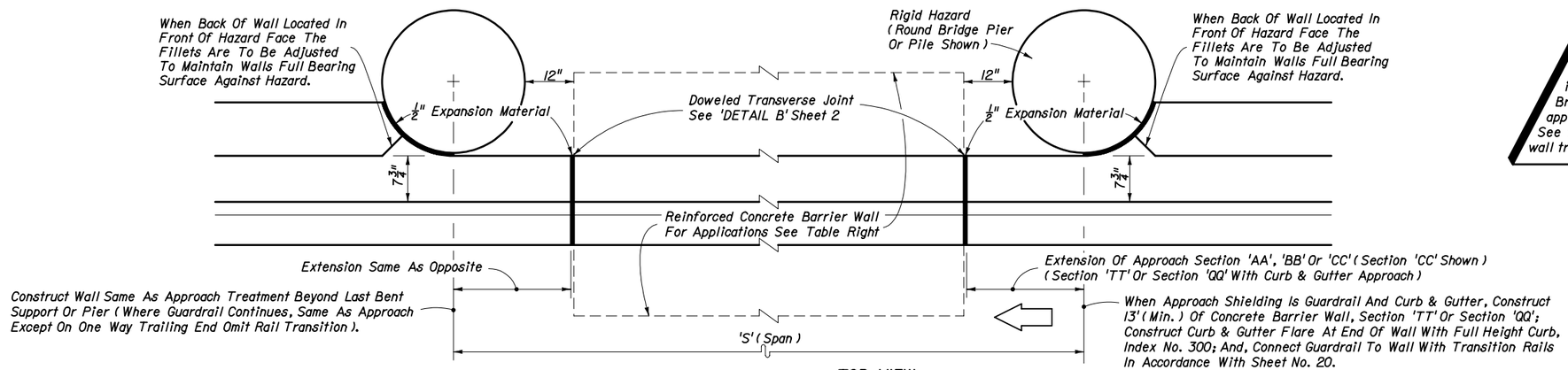
TOP VIEWS

'a' Varies (Circular Or Octagonal Hazard Not More Than 2" In Front Of Face Of Wall).
Applicable To Sections 'AA' And 'BB' With Spans Of ≤13', And To Section 'CC', Sheet No. 18.
Applicable To Other Rigid Walls Of This Index For Spans >13' Unless Otherwise Shown In The Plans.

HAZARD PENETRATING STEM OF RIGID CONCRETE BARRIER WALLS



TOP VIEW
BARRIER WALL AT SQUARE PIER



TOP VIEW
BARRIER WALL AT ROUND PIER

'S' feet	REINFORCED CONCRETE BARRIER WALL APPLICATIONS
>13'	'Reinforced Concrete Barrier Wall (Shoulder)' With Flush Shoulders; Or, Section 'TT' Or Section 'QQ' With Curb & Gutter
Barrier wall footings that conflict with bent or pier foundations shall be modified as described in the plans.	

The details on this sheet are treatments to the F-shape concrete barrier walls depicted on Sheet Nos. 8 through 18, where site conditions impose reduced clearances between above ground hazards and the walls. Bridge bent supports and piers are shown. These treatments are not applicable to hazards that cannot provide lateral support for the walls. See the plans for limits of wall sections applied and other associated wall treatments.

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 ABUTTS SUPPORTS OR PIER COLUMN

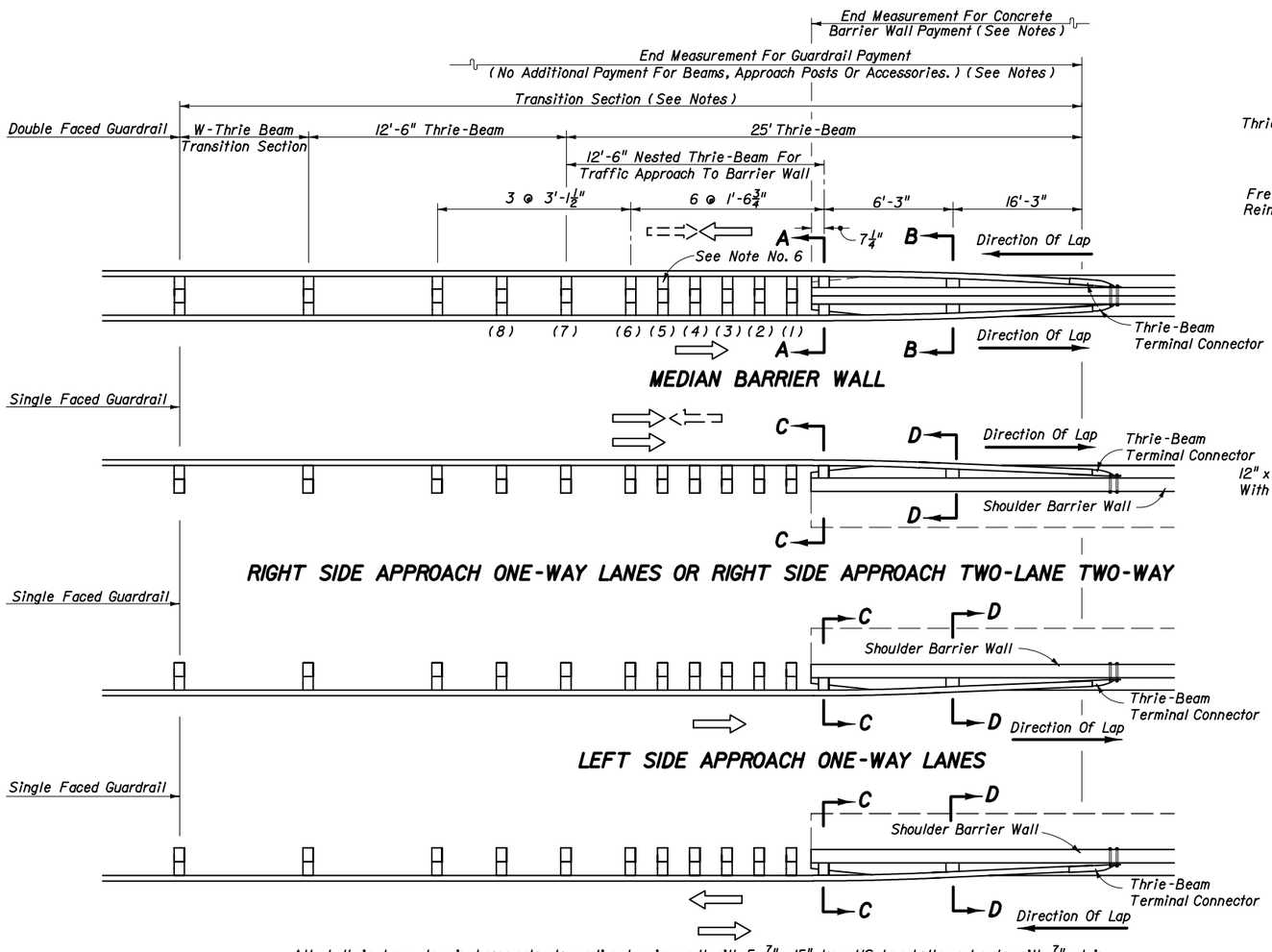
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

	Names	Dates
Designed By	STAFF	10/97
Drawn By	HKH	10/97
Checked By	JVG	10/97

Approved By
Roadway Design Engineer

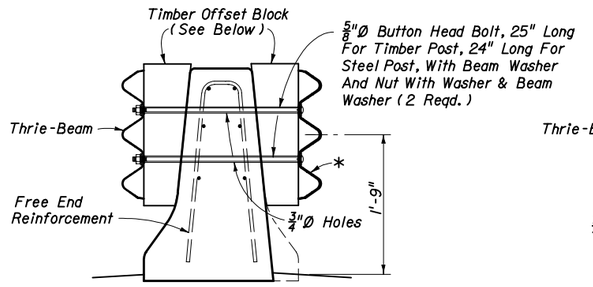
Revision	Sheet No.	Index No.
00	19 of 22	410



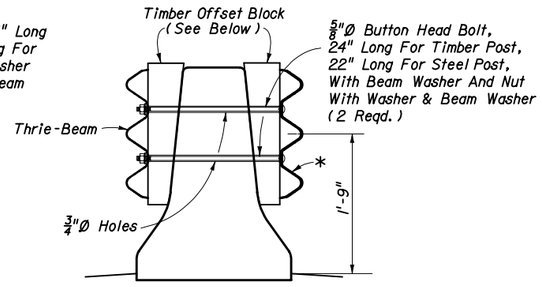
Attach thrie-beam terminal connector to median barrier wall with 5-$\frac{7}{8}$" x 15" long HS hex bolts and nuts with $\frac{7}{8}$" plain round washers under heads and nuts. Attach to shoulder barrier wall with a 21" x 12" x $\frac{3}{8}$" thrie-beam terminal connector plate and 5-$\frac{7}{8}$" x 12" long HS hex bolts and nuts with $\frac{7}{8}$" plain round washers under heads and nuts.

LEFT SIDE OF TWO-LANE TWO-WAY (APPROACH FOR FAR LANE)

STANDARD GUARDRAIL APPROACH TO SHOULDER BARRIER

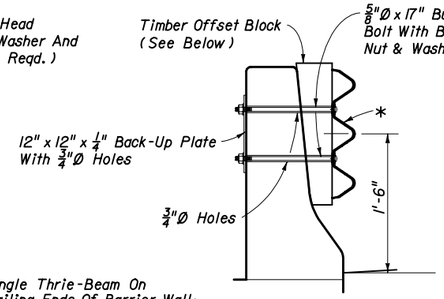


SECTION AA



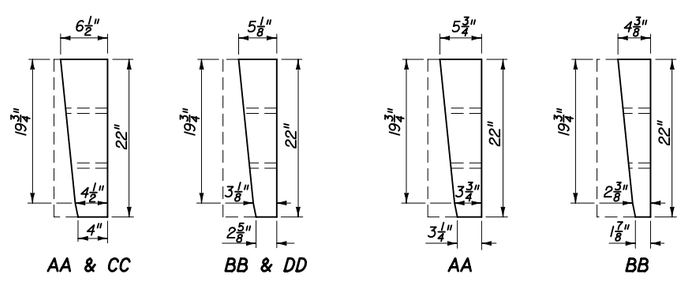
SECTION BB

SECTION CC



SECTION DD

* Single Thrie-Beam On Trailing Ends Of Barrier Wall; Nested Thrie-Beams On Approaches To Barrier Wall.



AA & CC | BB & DD | AA | BB

FOR DOUBLE FACED GUARDRAIL USING TIMBER POSTS AND FOR SINGLE FACED GUARDRAIL USING EITHER TIMBER OR STEEL POSTS

FOR DOUBLE FACED GUARDRAIL USING STEEL POSTS

STANDARD TIMBER OR PLASTIC OFFSET BLOCKS • FIELD TRIMMED FOR USE AT SECTIONS AA, BB, CC & DD

NOTES

1. The longitudinal dimensions and payment limits shown for median concrete barrier wall also apply to shoulder concrete barrier walls.
2. W-beam elements do not apply to these transition schemes. For barrier wall trailing end guardrail connections for one-way lanes, see Sheet 2.
3. Where reaming is necessary to fit nested beams the reamed surfaces shall be metalized in accordance with Index No. 400.
4. Either steel or timber guardrail post may be used, timber posts shown.
5. The nested beams shall not be bolted to blocks and posts at posts numbers (1), (3) and (5).
6. On the trailing side of MEDIAN BARRIER WALL, offset blocks may be omitted at posts numbers 1, 2, 3, 5, 6 and 8.
7. For additional guardrail information refer to Index No. 400.

GUARDRAIL CONNECTION TO CONCRETE BARRIER WALL APPROACH ENDS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

	Names	Dates
Designed By	JVG	05/91
Drawn By	HSD	05/91
Checked By	JVG	05/91

Approved By: James D. Miller
Roadway Design Engineer

Revision	Sheet No.	Index No.
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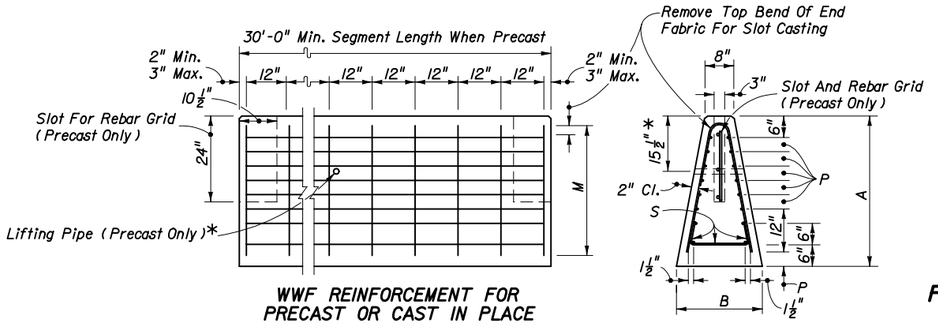
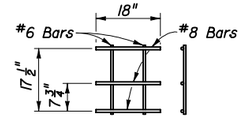
GENERAL NOTES FOR TRAPEZOIDAL BARRIER WALL

1. Concrete trapezoidal barrier wall can be either precast or cast in place. The wall is designed for zero deflection and shall have a minimum system length of 120'.
2. Where concrete trapezoidal barrier wall height changes from 42" to 48" or from 48" to 54", height change will be uniform for each 6" of height change per 90' of wall. Steel placement shall meet the dimensional positioning requirements of 42", 48" and 54" high barriers at the respective points along the vertical transition, with the vertical steel uniformly lengthened and the horizontal steel uniformly splayed throughout.
3. Welded wire fabric (WWF) made in accordance with ASTM A497 may be used as an option to the conventional reinforcement for precast or cast in place barrier wall, with the exception that only conventional reinforcement shall be used for horizontal transition and half wall sections. These sections shall be cast in place with length, shape and reinforcement as shown in this Index.
4. To attain system length, precast segments shall be interconnected with rebar grids placed in the preformed slots and grouted into place. Segment length shall be not less than 30' unless otherwise specified in the plans.
5. The centerline axis of the barrier shall be vertical except where the roadway is superelevated in which case it shall be normal to the cross slope unless otherwise shown in the plans or directed by the Engineer.
6. For reflective barrier marker requirements see 'STANDARD BARRIER WALL SECTIONS' and the GENERAL NOTES, Sheet 1.
7. The concrete trapezoidal barrier wall is considered by the Federal Highway Administration to be innovative and may be used as such on Federal Aid projects.
8. The concrete trapezoidal barrier wall is to be paid for under the contract unit price for Barrier Wall Concrete (Trapezoidal), LF. This price will include full payment for transitions, half walls, fill and concrete caps.



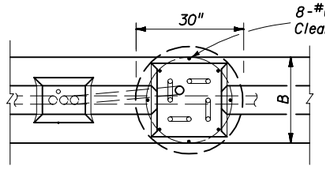
WWF REINFORCEMENT FOR PRECAST OR CAST IN PLACE



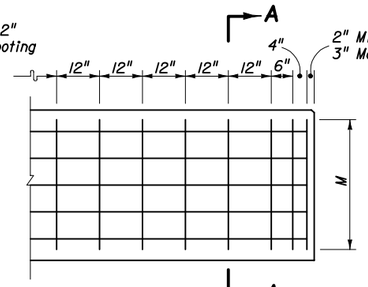
REBAR GRID FOR PRECAST INSTALLATION

All Transverse Reinforcing Wire Size D14
All Longitudinal Reinforcing Wire Size D20

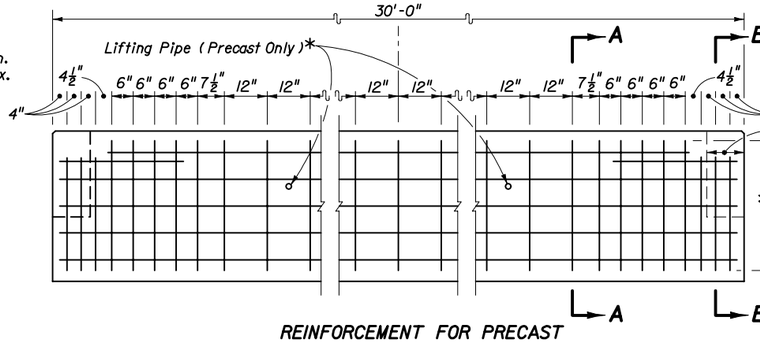
WELDED WIRE FABRIC REINFORCING



TOP VIEW

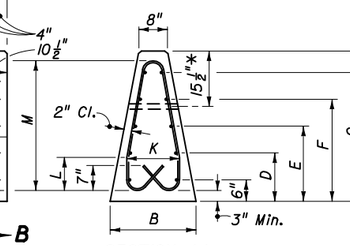


REINFORCEMENT FOR CAST IN PLACE

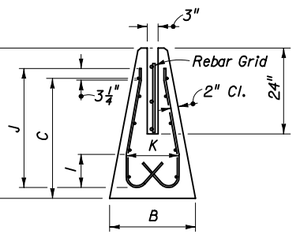


REINFORCEMENT FOR PRECAST

* 1½" Nominal Dia. Galvanized Steel Lifting Pipe For Precast Sections (7.5' From Either End)



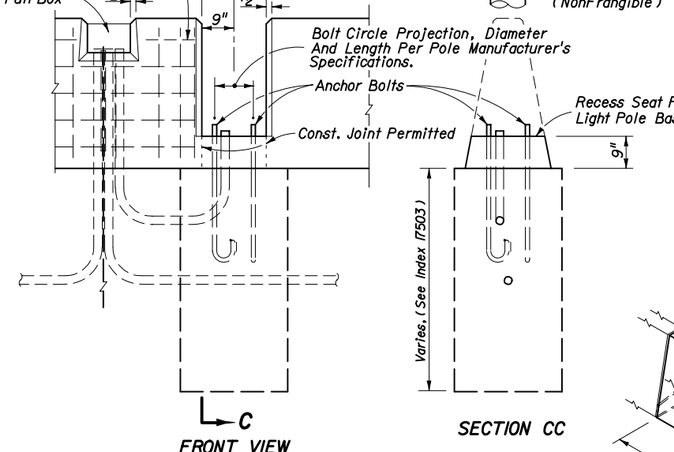
SECTION AA



SECTION BB

All Vertical Reinforcing #4 Bars
All Horizontal Reinforcing #5 Bars

CONVENTIONAL REINFORCING

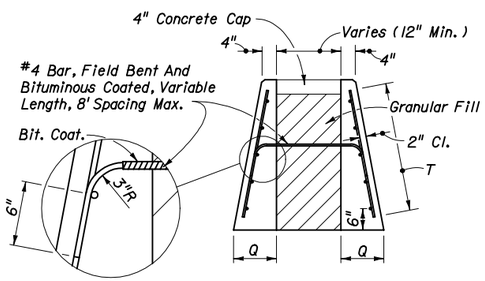


FRONT VIEW

SECTION CC

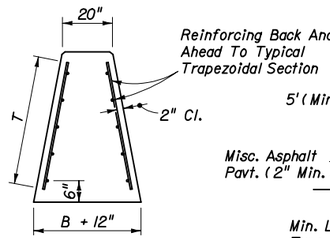
Note: For Additional Details See Sheet 4

LIGHT POLE MOUNTING IN TRAPEZOIDAL SECTIONS



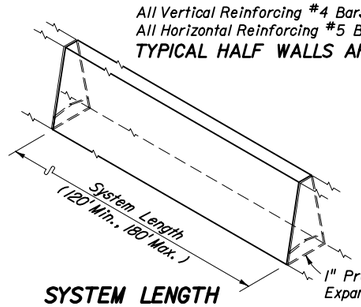
All Vertical Reinforcing #4 Bars On 12" Centers
All Horizontal Reinforcing #5 Bars Spaced As Tabulated

TYPICAL HALF WALLS AROUND OBSTRUCTION



All Vertical Reinforcing #4 Bars On 12" Centers
All Horizontal Reinforcing #5 Bars Spaced As Tabulated

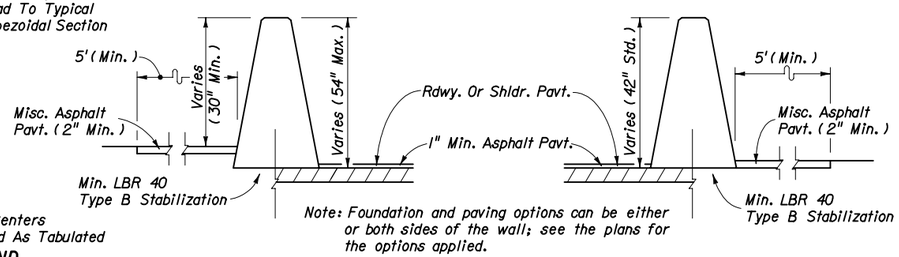
SECTION AT BEGIN AND END OF HALF WALLS



SYSTEM LENGTH

For Transition Wall Plan See DETAIL I 'PLAN'

TRANSITION SECTIONS



Note: Foundation and paving options can be either or both sides of the wall; see the plans for the options applied.

INDEPENDENT ROADWAY PROFILES

MATCHING ROADWAY PROFILES

TYPICAL TRAPEZOIDAL SECTIONS

Barrier Height (in.)	DIMENSIONS (Inches)																	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	Q	S	T
42	42	24	33½	13½	21	28½	36	15	9¼	33¼	15	9¼	36	72	4	12	28	36
48	48	26 9/32	39½	15	24	33	42	17¼	10¾	39¼	17¼	10¾	42	84	5	13 9/64	31½	42
54	54	28 9/16	45½	16½	27	37½	48	19½	12¼	45¼	19½	12¼	48	96	6	14 9/32	34¾	48

TRAPEZOIDAL BARRIER WALL

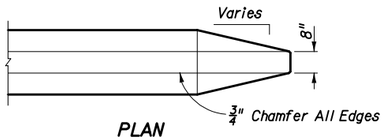
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

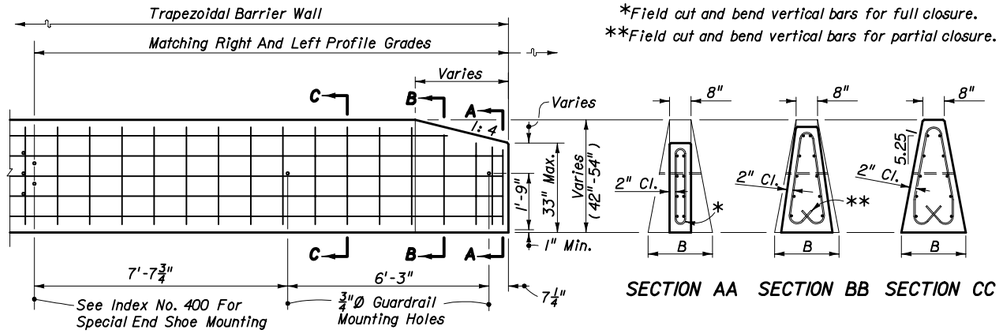
	Names	Dates
Designed By	FHWA	11/93
Drawn By	HKH	11/93
Checked By	JVG	11/93

Approved By
Roadway Design Engineer

Revision	Sheet No.	Index No.
00	21 of 22	410



PLAN

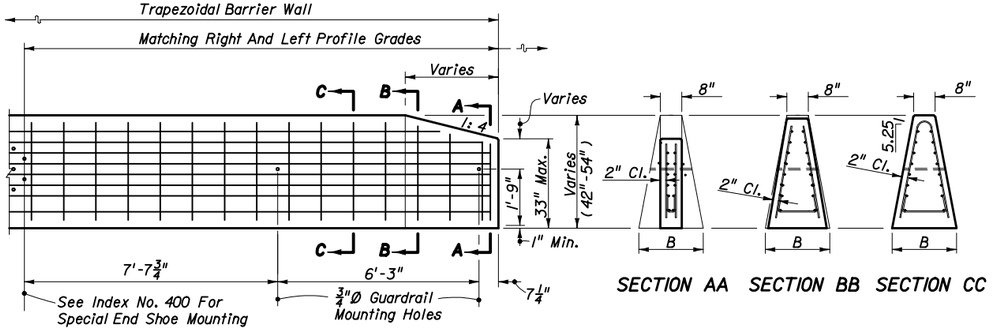


LONGITUDINAL SECTION

*Field cut and bend vertical bars for full closure.
**Field cut and bend vertical bars for partial closure.

SECTION AA SECTION BB SECTION CC

CONVENTIONAL REINFORCEMENT

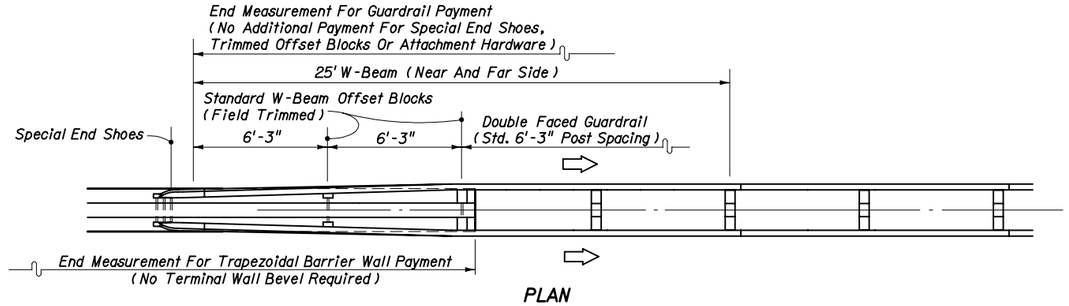


LONGITUDINAL SECTION

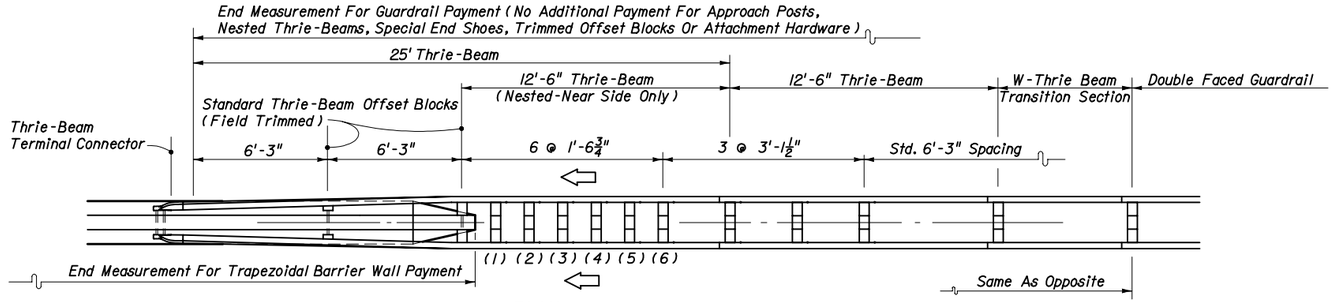
SECTION AA SECTION BB SECTION CC

WELDED WIRE FABRIC REINFORCEMENT

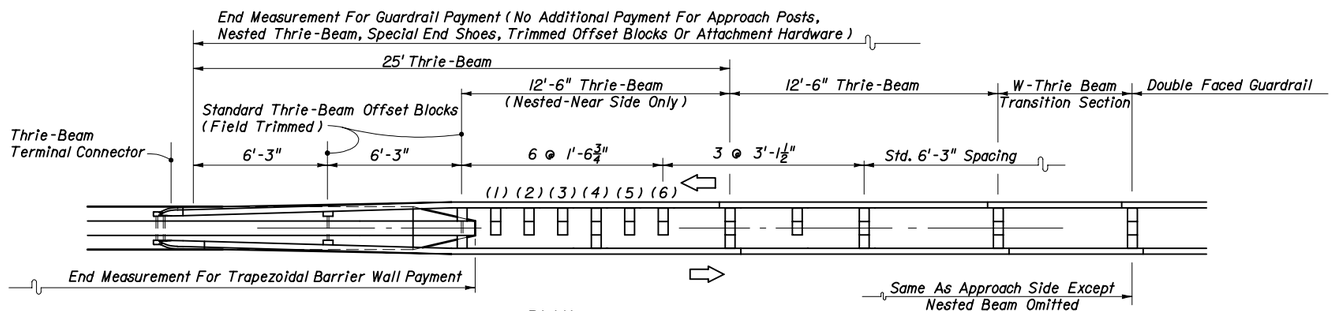
END TREATMENT FOR PRECAST OR CAST-IN-PLACE WALLS



PLAN



PLAN
UNIDIRECTIONAL



PLAN
BIDIRECTIONAL

Note: Timber or steel posts may be used, timber posts shown.

GUARDRAIL TRANSITIONS AND CONNECTIONS

NOTES

1. Where reaming is necessary to fit nested beams the reamed surface shall be metalized in accordance with Index No. 400.
2. The nested beams shall not be bolted to the posts and blocks at post numbers (1), (3) and (5).
3. For additional wall details, see Sheet 21.
4. For additional guardrail information refer to Index No. 400.

GUARDRAIL CONNECTION TO TRAPEZOIDAL BARRIER WALL

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER WALL

	Names	Dates
Designed By	JVG/HKH	7/96
Drawn By	HKH	7/96
Checked By	JVG	7/96

Approved By
Roadway Design Engineer

Revision	Sheet No.	Index No.
00	22 of 22	410