Thrie-beam guardrail panels shall be used in general to transition to bridge traffic railing barriers, to concrete and certain other finished surface barriers, certain crash cushions and as a contained barrier when called for in the plans. For additional information on rail transitions, post spacing, referred location of thrie-beam transitions and often that certain configurations can be installed safely without the need for a thrie-beam guardrail with standard offset blocks (Test Level 3 semi-rigid system) may be considered where one or more of the conditions described above are met or similar conditions are anticipated or exist:

(a) Where the thrie-beam is marginal,
(b) With thrie-beam considered functionally marginal,
(c) Where the thrie-beam can be used,
(d) Where the thrie-beam is used in the approach clear zone.

Straight rail sections may be used to construct radii of 125' or greater. For radii less than 125' the rail must be straightened or deflected as necessary. See Index No. 7 below, (c) special post applications, (d) reduced post spacing required for specific and anchorages assemblies, and, (e) specific post spacing required in the plans.

Drainage will be impeded or blocked by the use of concrete barrier wall (subject to deflection space requirement). The modified thrie-beam guardrail is a Test Level 4 semi-rigid system and may be used where a Test Level 4 barrier is required.

Vehicle overriding W-beam is probable, and the guardrail to bridge connections contained in this Index are for bridges with Test Level 4 traffic railing barriers. Parallel and anchorages assemblies for guardrail approach and treatments will be considered only when no restrictions prevent installation of parallel and anchorages assemblies. Barrier and anchorages assemblies shall be of the type called for in the plans. If the plans call for and anchorages assembly "paralleled" and does not identify the specific system to be used, the contractor has the option to construct any FDOT approved parallel assembly included in this Index or identified on the Qualified Products List (QPL) subject to the conditions identified in the approved index drawings, or QPL drawings if applicable.

When an end treatment is attached to guardrail with Pedestrian Safety Treatment, only end treatment systems with timber or concrete post shall be used. Proprietary and anchorages systems must be identified as to the QPL, manufacturer identifying approval of proprietary and anchorages systems for facilities on the QPL must occur application with design documentation showing the end treatment system is in use. All other metallic components, hardware and accessories shall be in conformance with the appropriate current AASHTO requirements.

13. Straight rail sections may be used to construct radii of 125' or greater. For radii less than 125' the rail must be straightened or deflected as necessary. See Index No. 7 below, (c) special post applications, (d) reduced post spacing required for specific and anchorages assemblies, and, (e) specific post spacing required in the plans.

14. Damaged galvanized guardrail will be metalized in accordance with Sections 562 and 971 of the Standard Specifications. When damages occur to galvanized guardrail, the guardrail shall be replaced. Damaged galvanized guardrail will be metalized in accordance with Sections 562 and 971 of the Standard Specifications. No further treatment will be necessary.

15. Thrie-beam guardrail panels shall be used in general to transition to bridge traffic railing barriers, to concrete and certain other finished surface barriers, certain crash cushions and as a contained barrier when called for in the plans. For additional information on rail transitions, post spacing, referred location of thrie-beam transitions and often that certain configurations can be installed safely without the need for a thrie-beam guardrail with standard offset blocks (Test Level 3 semi-rigid system) may be considered where one or more of the conditions described above are met or similar conditions are anticipated or exist:

(a) Where the thrie-beam is marginal,
(b) With thrie-beam considered functionally marginal,
(c) Where the thrie-beam can be used,
(d) Where the thrie-beam is used in the approach clear zone.

16. Post spacing shall be 3'-0" except that reduced spacing shall be used for (a) transitions to anchorages as right of way approaches (See Detail No. 4 and Index No. 403) transitioning to radii of less than 500', (b) highway section always exceeding 30'-0" and under 500', (c) condition as in Index No. 7 below, (c) special post applications, (d) reduced post spacing required for specific and anchorages assemblies, and, (e) specific post spacing required in the plans.

17. Thrie-beam guardrail panels shall be used in general to transition to bridge traffic railing barriers, to concrete and certain other finished surface barriers, certain crash cushions and as a contained barrier when called for in the plans. For additional information on rail transitions, post spacing, referred location of thrie-beam transitions and often that certain configurations can be installed safely without the need for a thrie-beam guardrail with standard offset blocks (Test Level 3 semi-rigid system) may be considered where one or more of the conditions described above are met or similar conditions are anticipated or exist:

(a) Where the thrie-beam is marginal,
(b) With thrie-beam considered functionally marginal,
(c) Where the thrie-beam can be used,
(d) Where the thrie-beam is used in the approach clear zone.
REFLECTOR NOTES
1. Reflectors shall conform to Section 993 of the Standard Specifications.
2. Reflector color white or yellow shall conform to the color of the near lane edgeline.
3. Reflectors installed on median guardrail shall have retro-reflective sheeting on both sides of the reflector.
4. The cost for reflectors shall be included in the contract unit price for Guardrail.

PICTORIAL VIEW REFLECTOR MOUNTING

1. Reflectors shall conform to Section 993 of the Standard Specifications.
2. Reflector color white or yellow shall conform to the color of the near lane edgeline.
3. Reflectors installed on median guardrail shall have retro-reflective sheeting on both sides of the reflector.
4. The cost for reflectors shall be included in the contract unit price for Guardrail.