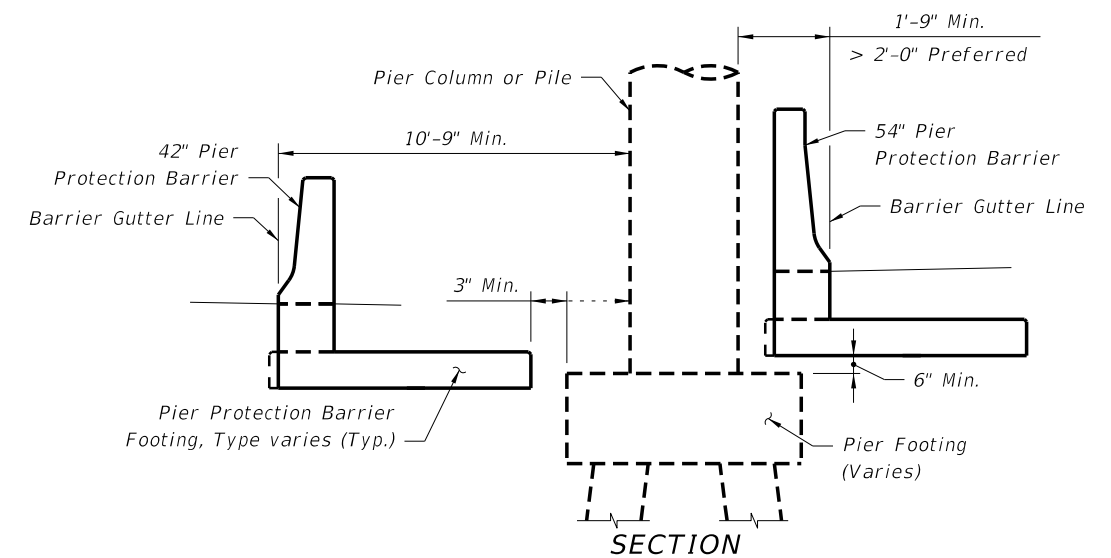
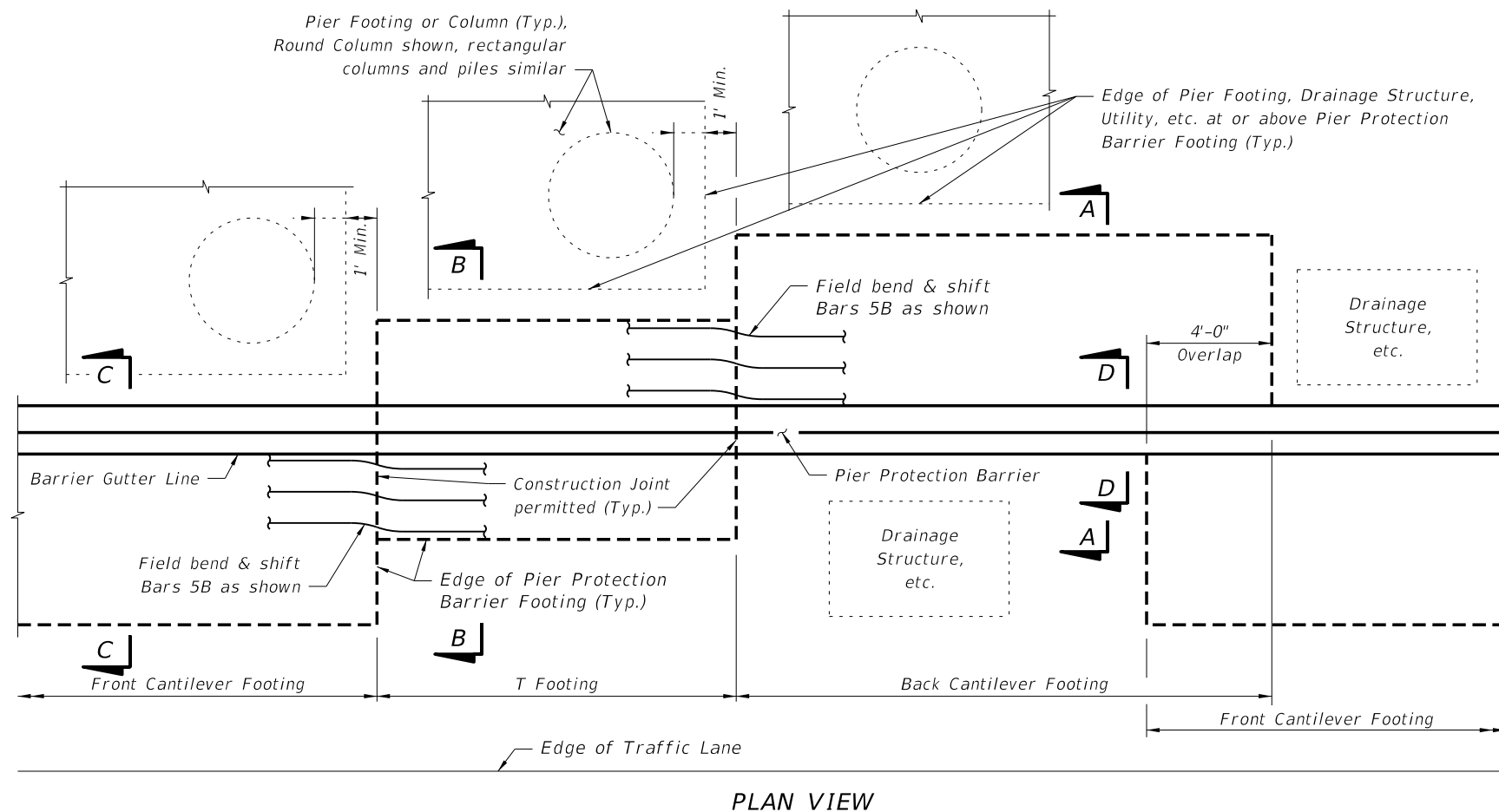


This Pier Protection Barrier has been structurally evaluated to be equivalent or greater in strength to other safety shape traffic barriers which have been crash tested to NCHRP Report 350 TL-5 criteria. This barrier meets the requirements of the AASHTO LRFD Bridge Design Specifications for a barrier used for bridge pier protection.


**GENERAL NOTES**

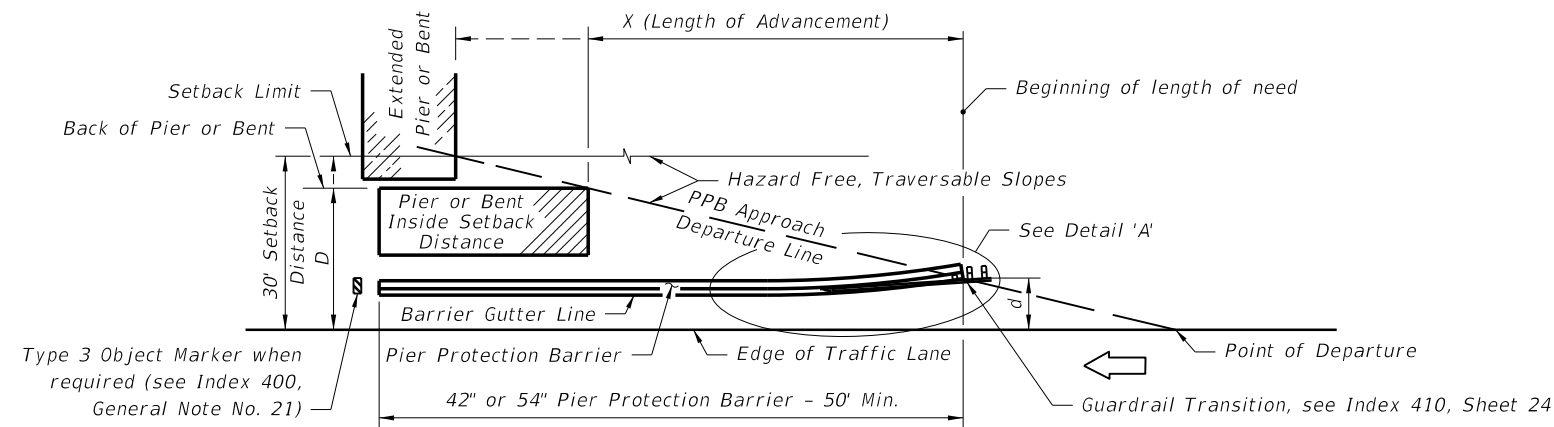
- Concrete shall be Class III or IV unless otherwise called for in the plans.
- Construct Pier Protection Barrier continuous without transverse contraction or expansion joints. Transverse construction joints may be used at a spacing greater than or equal to 40'. Provide longitudinal reinforcing steel continuous across construction joints.
- When the Pier Protection Barrier is installed adjacent to Roadway or Shoulder pavement, compact the top 12" of the subgrade to at least 98% of the maximum density determined by FM 1-T 180, Method D.
- Isolate Barrier Wall Inlets, Index 218, from Pier Protection Barriers and Footings with 1" expansion material.
- On roadways designated for reverse laning, mark all downstream barrier ends that are not shielded or outside the clear zone with Type 3 Object Markers. Include the cost of the Object Marker in the cost of the Pier Protection Barrier.
- Payment: Pier Protection Barrier and Crash Wall to be paid for under the contract unit price for Shoulder Concrete Barrier Wall (Rigid-Shoulder 42"), LF, or Shoulder Concrete Barrier Wall (Rigid-Shoulder 54"), LF.
- Provide 3/8" deep crack control V-grooves at 15' to 30' spacing. Locate V-grooves above any joint or discontinuity in the barrier footing. Align V-Grooves perpendicular to the longitudinal axis of the Pier Protection Barrier and make continuous across the top surface and both side faces. For slip formed barriers, score 3/8" V-Grooves while the concrete is still plastic, otherwise pre-form the joints when stationary forms are utilized.



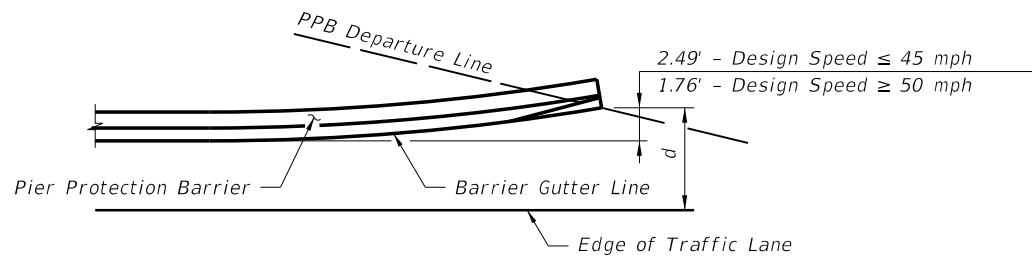
**PIER PROTECTION BARRIER FOOTING LAYOUT SCHEMATICS**

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LAST REVISION 07/01/13	REVISION	DESCRIPTION:	 <b>FDOT 2014 DESIGN STANDARDS</b>	<b>PIER PROTECTION BARRIER</b>	INDEX NO. <b>411</b>	SHEET NO. <b>1 of 10</b>
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(LEFT SIDE OPPOSITE HAND)  
ONE-WAY TRAFFIC



DETAIL 'A'  
(Guardrail not shown for clarity)

Design Speed mph	X (Length of Advancement) Ft.
$\leq 45$	= 16 (D-d)
$\geq 50$	= 13 (D-d)

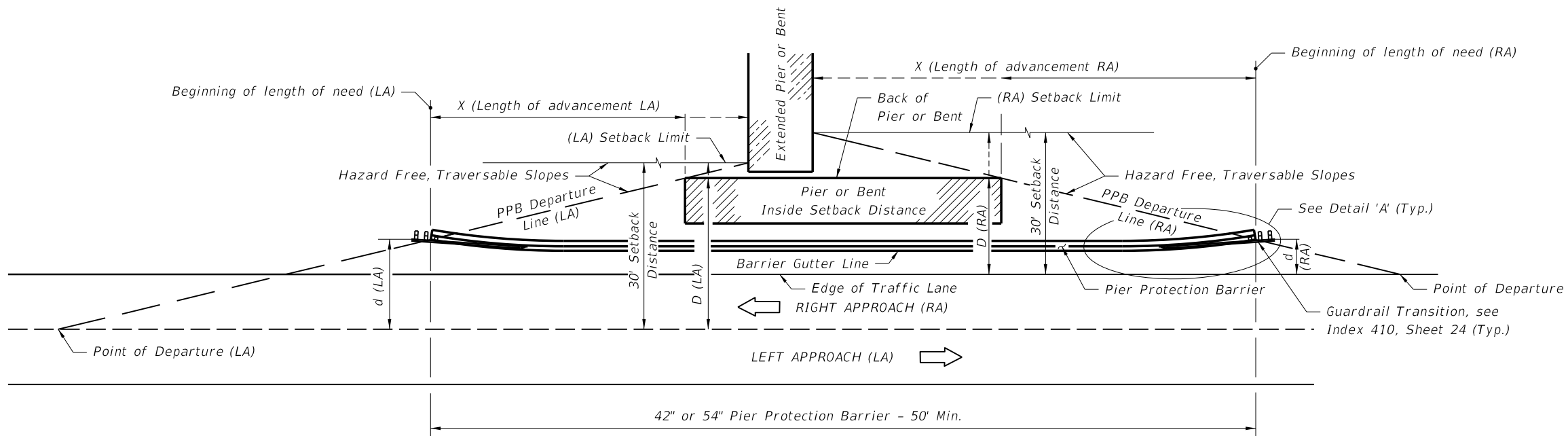
NOTE:

Length of Advancement determined from the diagrams and equations shown establishes the location of the upstream beginning length of need for a Pier Protection Barrier, however, the Length of Advancement for the combination of Pier Protection Barrier and required guardrail can be no less than that required by other details of Index 400.

Equation Variables:

D = Distance in feet from the near edge of the near approach traffic lane to either (a) the back of pier, when the pier is located inside the Setback Distance or (b) the Setback Distance, when the pier extends to or goes beyond the Setback Distance. For left side piers on two-way undivided facilities, D is measured from the inside edge of the near approach traffic lane.

d = Distance in feet from the near edge of the near approach traffic lane to the Pier Protection Barrier gutter line at its intersection with the departure line or the face of guardrail at its intersection with the departure line. For left side hazards on two-way undivided facilities, d is measured from the inside edge of the near approach traffic lane.



TWO-LANE TWO-WAY TRAFFIC

LENGTH OF ADVANCEMENT DIAGRAMS - PIER PROTECTION BARRIER WITH GUARDRAIL CONTINUATION

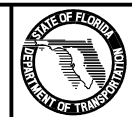
NOTE:

See Index 400 for Clear Zone and Horizontal Clearance Length of Advancement Diagrams.

PPB = Pier Protection Barrier

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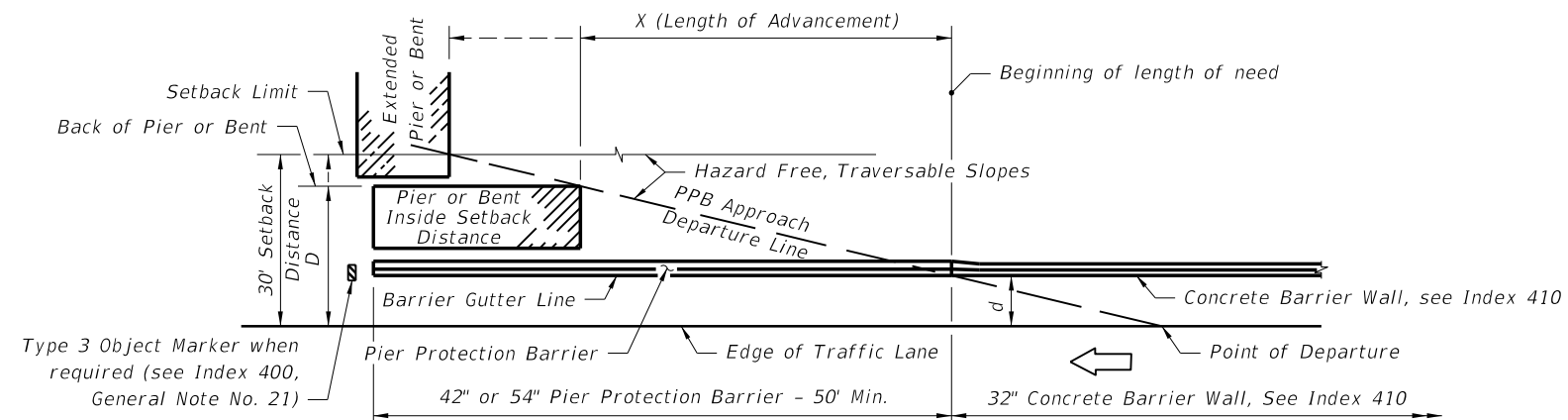
FDOT 2014  
DESIGN STANDARDS

PIER PROTECTION BARRIER

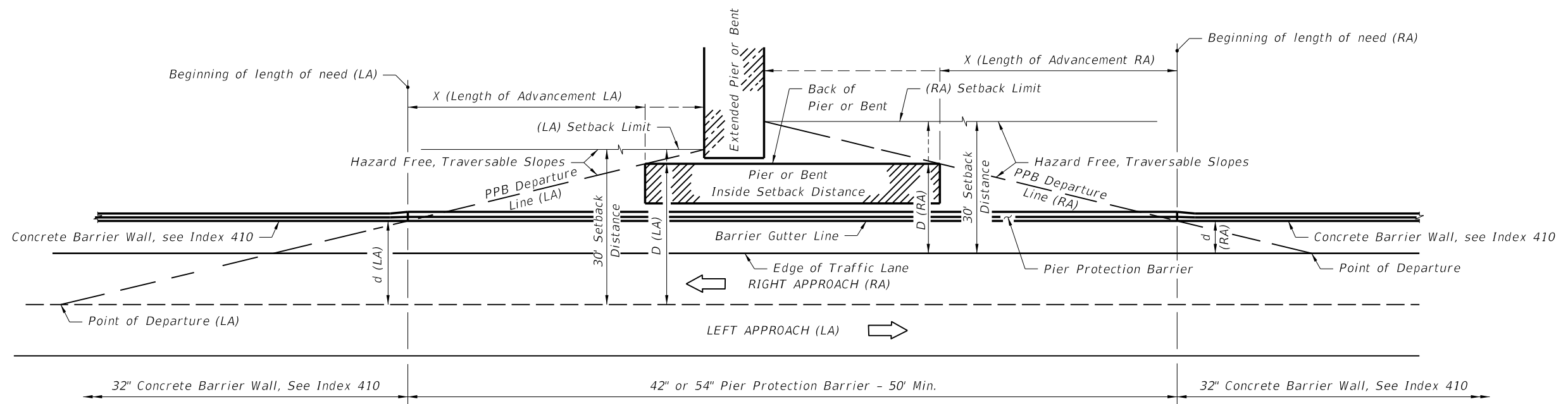
INDEX NO.  
411

SHEET NO.  
2 of 10

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6/24/2013



(LEFT SIDE OPPOSITE HAND)  
ONE-WAY TRAFFIC




TWO-LANE TWO-WAY TRAFFIC

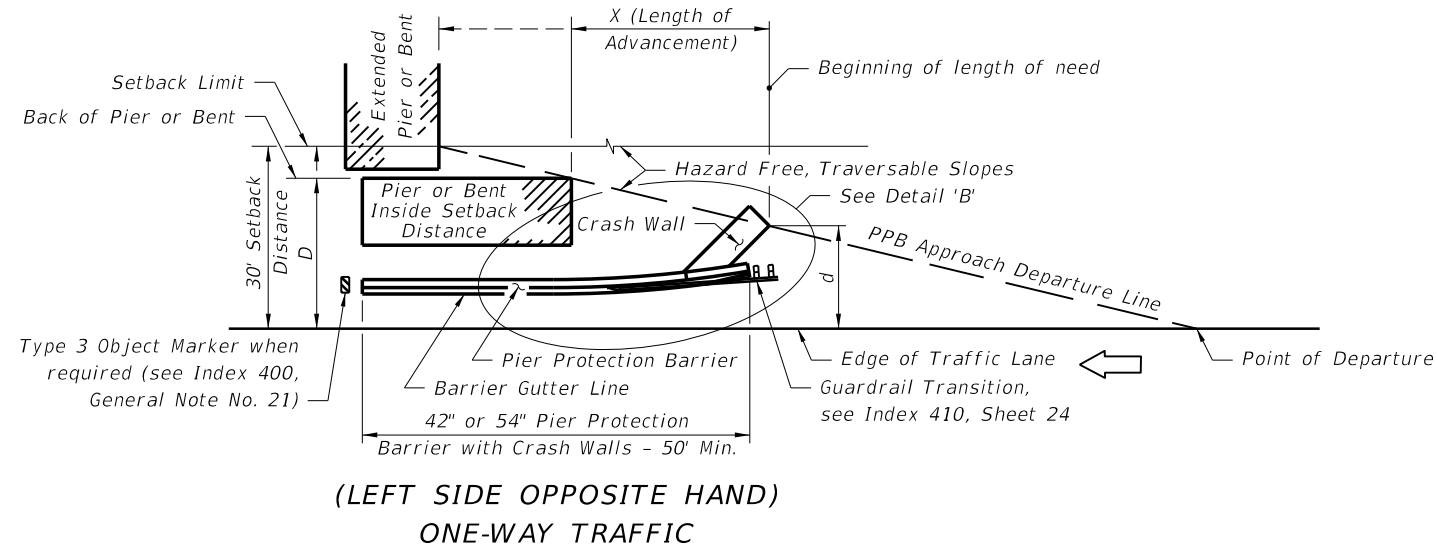
NOTES:

See Index 400 for Clear Zone and Horizontal Clearance Length of Advancement Diagrams.  
PPB = Pier Protection Barrier

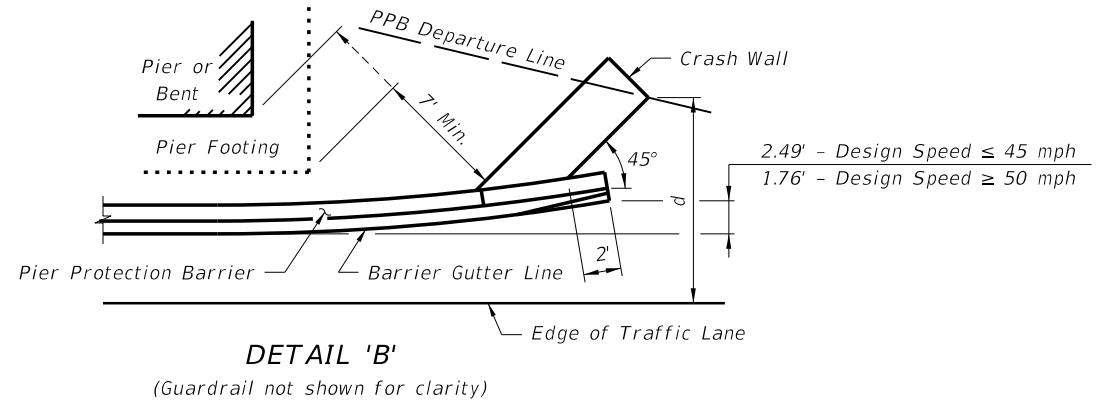
See Notes on Sheet 2.

LENGTH OF ADVANCEMENT DIAGRAMS - PIER PROTECTION BARRIER WITH CONCRETE BARRIER WALL CONTINUATION

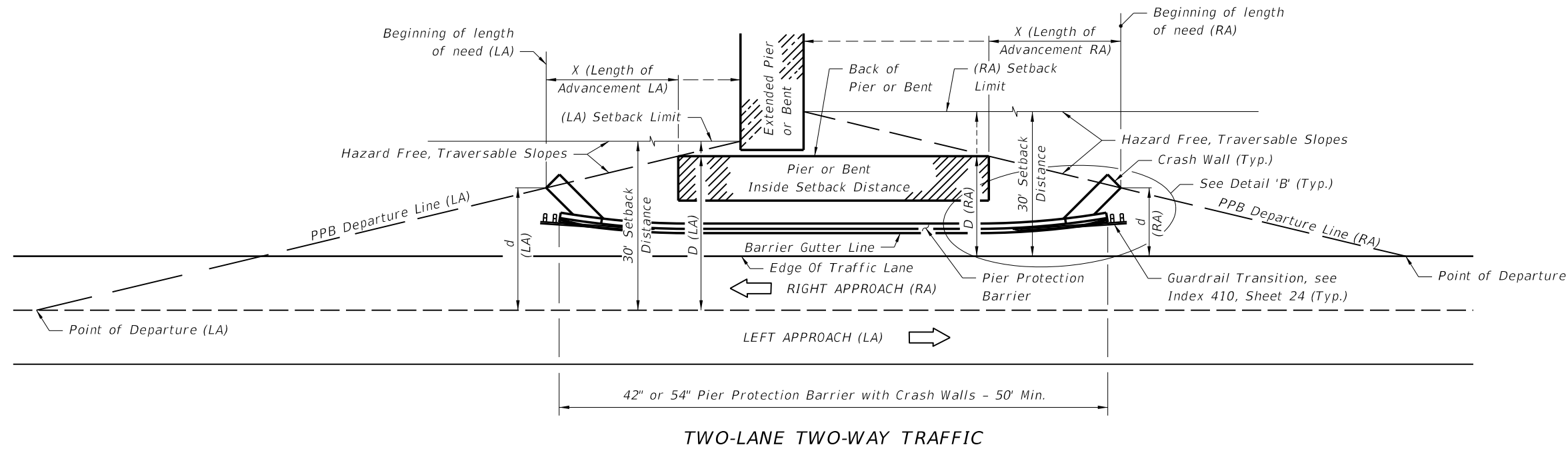
LAST REVISION 07/01/06	REVISION	DESCRIPTION:	 <p>FDOT 2014 DESIGN STANDARDS</p>	<p>PIER PROTECTION BARRIER</p>	<p>INDEX NO. 411</p>	<p>SHEET NO. 3 of 10</p>
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(LEFT SIDE OPPOSITE HAND)  
ONE-WAY TRAFFIC



DETAIL 'B'  
(Guardrail not shown for clarity)




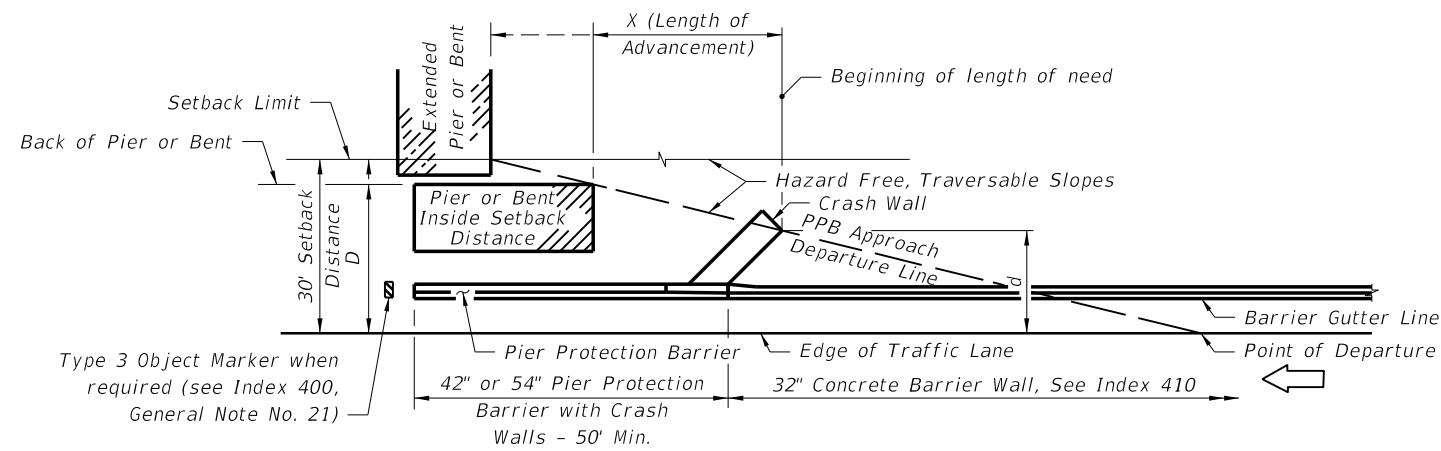
TWO-LANE TWO-WAY TRAFFIC

NOTES:  
See Index 400 for Clear Zone and Horizontal Clearance Length of Advancement Diagrams.  
PPB = Pier Protection Barrier  
  
See Notes on Sheet 2.

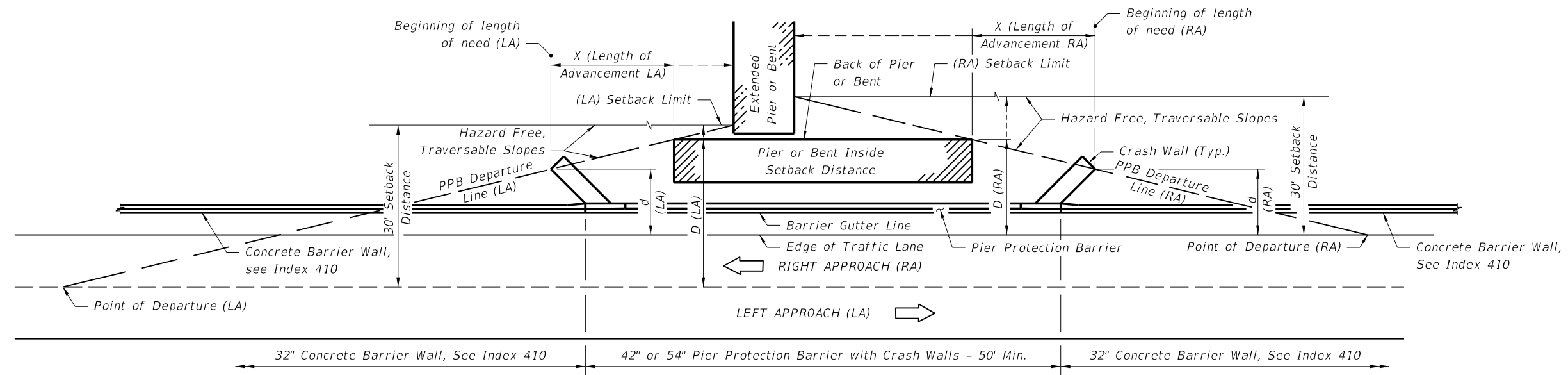
LENGTH OF ADVANCEMENT DIAGRAMS - PIER PROTECTION BARRIER WITH CRASH WALL AND GUARDRAIL CONTINUATION

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LAST REVISION 07/01/09	REVISION	DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	PIER PROTECTION BARRIER	INDEX NO. 411	SHEET NO. 4 of 10
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(LEFT SIDE OPPOSITE HAND)  
ONE-WAY TRAFFIC




TWO-LANE TWO-WAY TRAFFIC

NOTES:  
See Index 400 for Clear Zone and Horizontal Clearance Length of Advancement Diagrams.  
PPB = Pier Protection Barrier

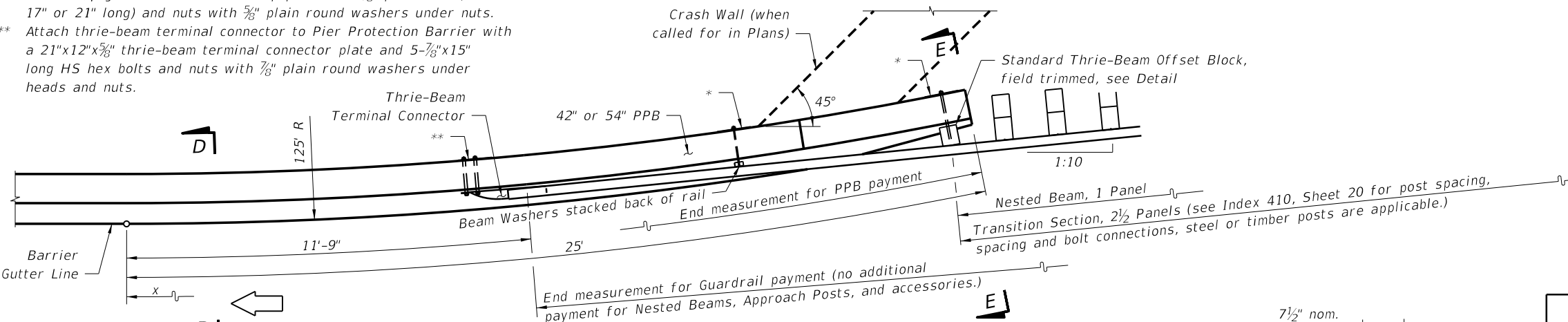
See Notes on Sheet 2.

LENGTH OF ADVANCEMENT DIAGRAMS - PIER PROTECTION BARRIER WITH CRASH WALL AND CONCRETE BARRIER WALL CONTINUATION

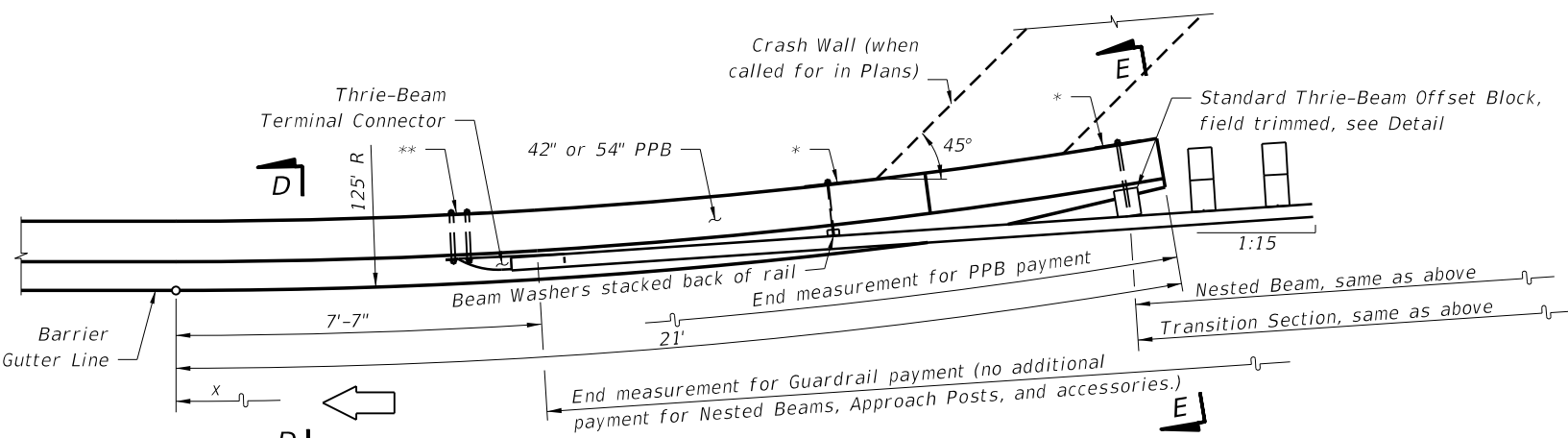
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LAST REVISION 07/01/06	REVISION DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	PIER PROTECTION BARRIER	INDEX NO. 411	SHEET NO. 5 of 10
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- \* 12"x12"x1/4" galvanized steel back-up plate with 5/8" post bolts (either 17" or 21" long) and nuts with 5/8" plain round washers under nuts.
- \*\* Attach thrie-beam terminal connector to Pier Protection Barrier with a 21"x12"x5/8" thrie-beam terminal connector plate and 5-7/8"x15" long H5 hex bolts and nuts with 7/8" plain round washers under heads and nuts.

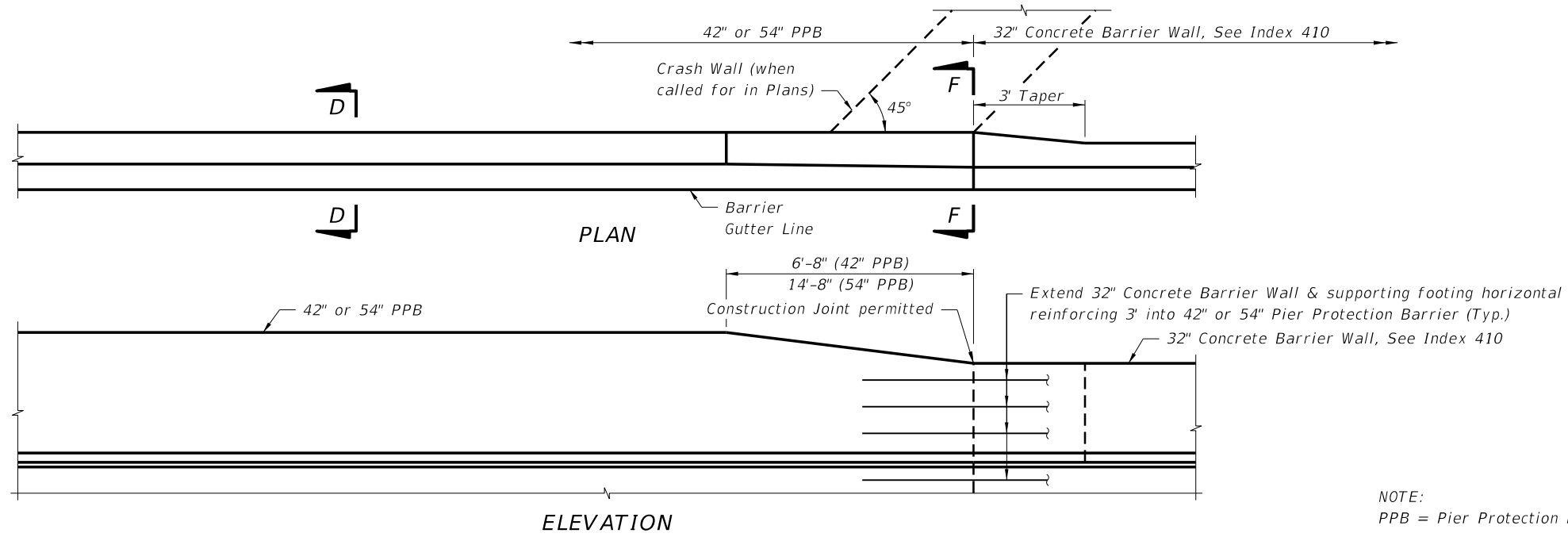


PLAN FOR DESIGN SPEED ≤ 45 MPH



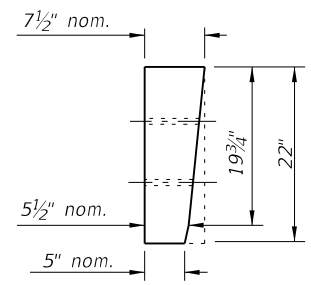
PLAN FOR DESIGN SPEED ≥ 50 MPH

FLARED END TREATMENT - PIER PROTECTION BARRIER WITH GUARDRAIL CONTINUATION



END TREATMENT - PIER PROTECTION BARRIER WITH CONCRETE BARRIER WALL CONTINUATION

- NOTES
- The Pier Protection Barrier 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 Index 410, Sheet 2 may be used.
  - For guardrail connections, see Index 410, Sheet 20.
  - Refer to Index No. 400 Detail J for additional guardrail information.

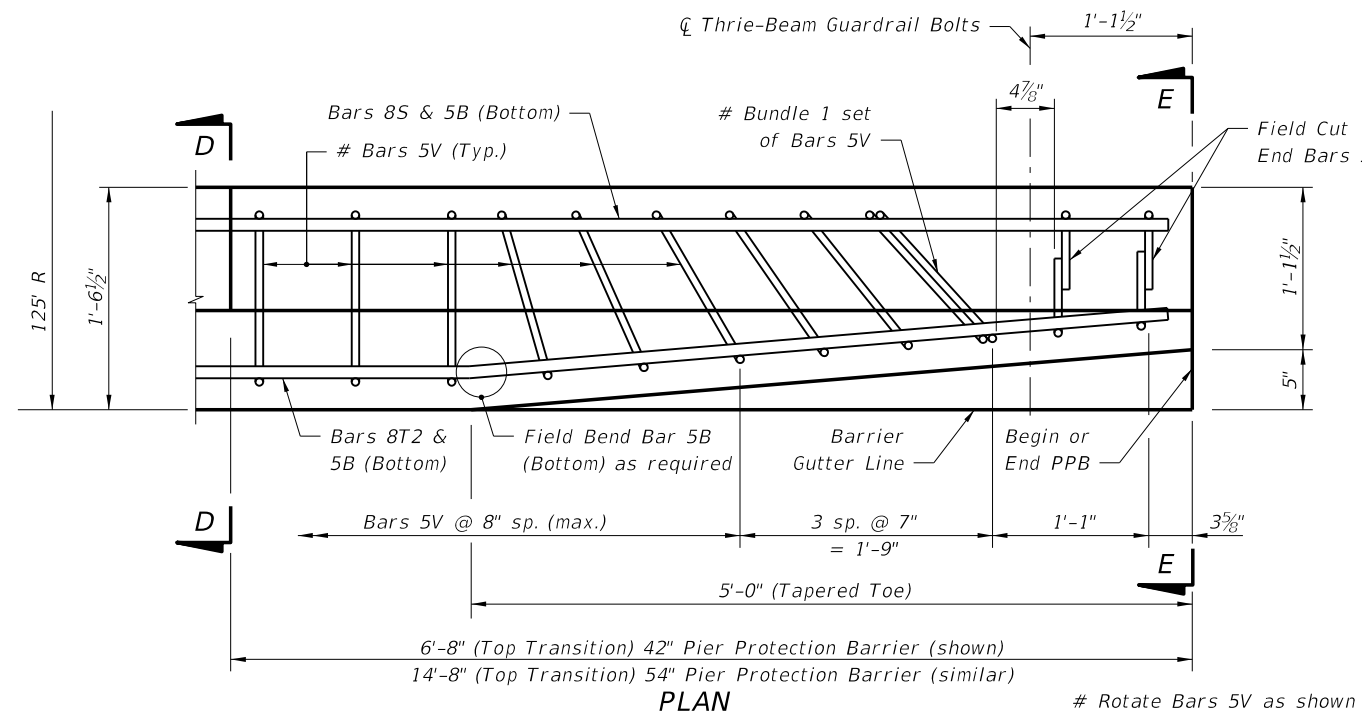


FOR USE WITH EITHER 1:10 OR 1:15 GUARDRAIL TRANSITIONS  
STANDARD THRIE-BEAM OFFSET BLOCK (FIELD TRIMMED)

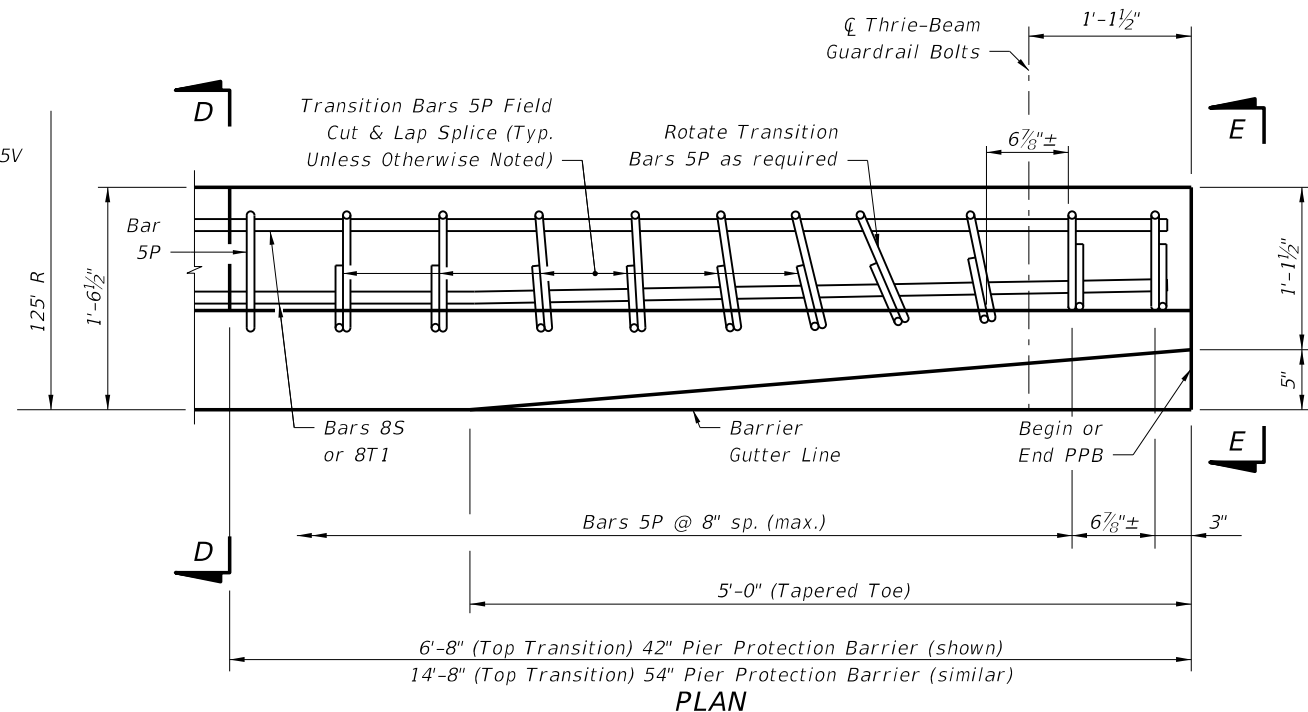
ARC LENGTH (Ft.)	DISTANCE "x" (Ft.)	OFFSETS "y" "y" (Ft.)
4	4.00	0.06
8	7.99	0.26
12	11.98	0.58
16	15.96	1.02
20	19.91	1.60
21	20.91	1.76
24	23.85	2.30
25	24.83	2.49

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

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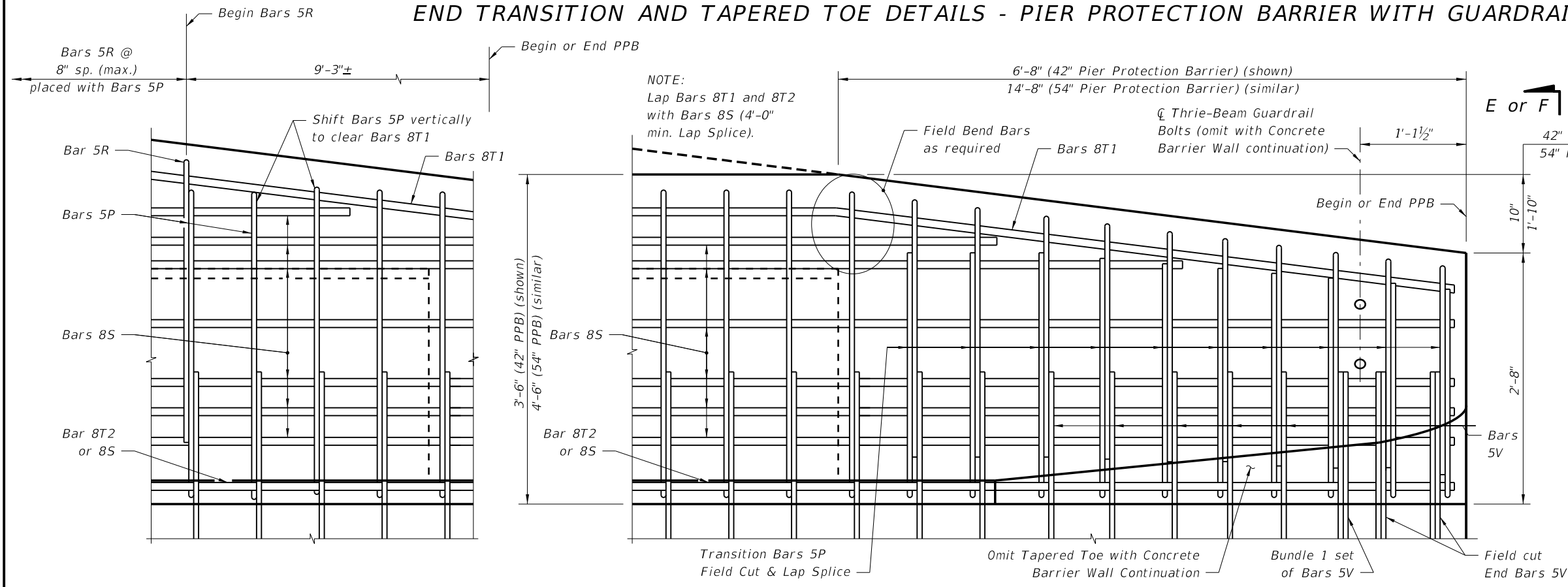


**PLAN**  
(Showing Bars 5V, 8S, 5B & 8T2)  
# Rotate Bars 5V as shown to maintain clearance.



**PLAN**  
(Showing Transition Bars 5P and Bars 8S & 8T1)

**END TRANSITION AND TAPERED TOE DETAILS - PIER PROTECTION BARRIER WITH GUARDRAIL CONTINUATION**



**ELEVATION - BARRIER END TRANSITION - 42" PPB (shown); 54" PPB (similar)**  
(Guardrail and back leg of Stirrups not shown for clarity)

- NOTES:  
1. See Sheet 9 for Footing Details.  
2. See Sheet 8 for Cross Sections.

**ESTIMATED 42" PPB QUANTITIES**

ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.141
Reinforcing Steel (w/out Bars 5V)	LB/LF	33.10

**ESTIMATED 54" PPB QUANTITIES**

ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.172
Reinforcing Steel (w/out Bars 5V)	LB/LF	48.74

NOTE:  
PPB = Pier Protection Barrier.

**END TRANSITION DETAILS - PIER PROTECTION BARRIER WITH GUARDRAIL OR CONCRETE BARRIER WALL CONTINUATION**

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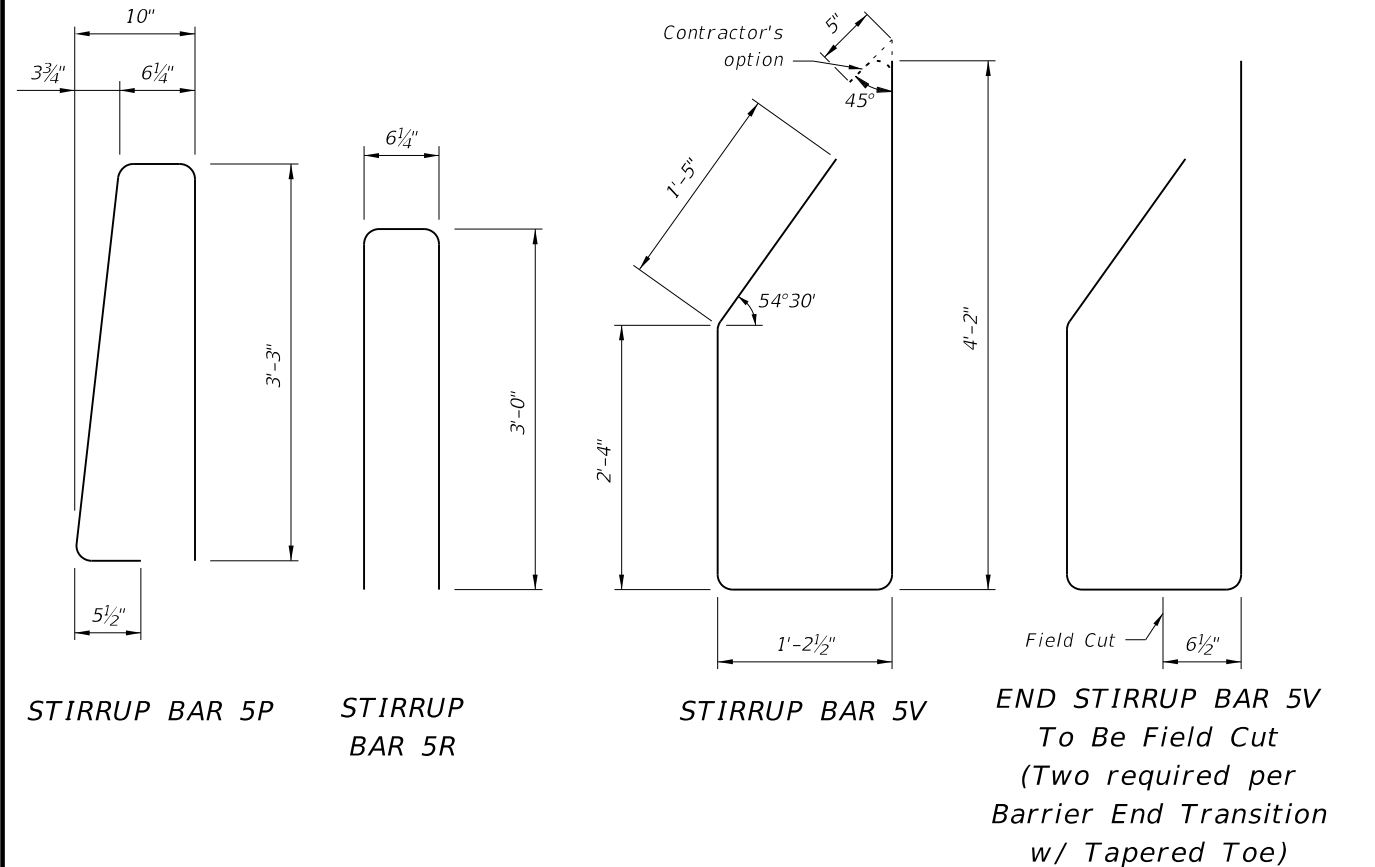
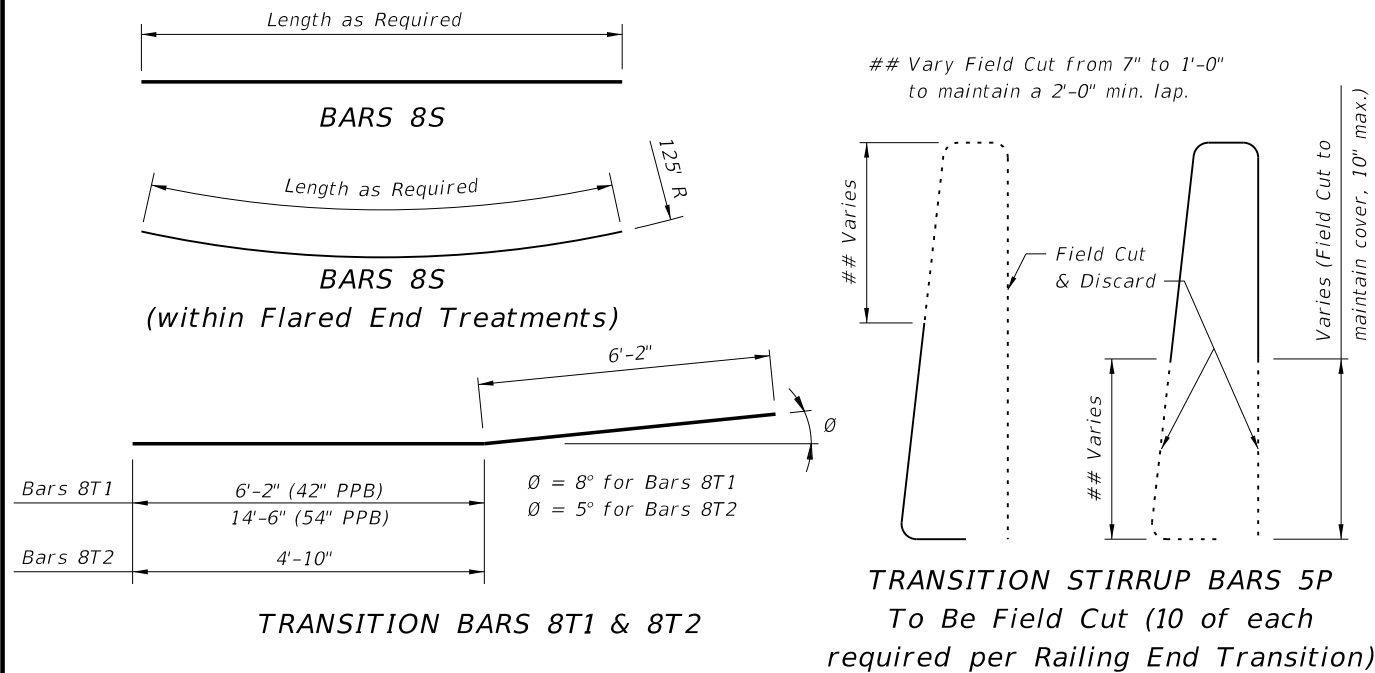
**BILL OF REINFORCING STEEL**

MARK	SIZE	LENGTH
P	5	7'-6"
R	5	6'-7"
S	8	As Req'd.
42" PPB T1 & T2	8	13'-0"
54" PPB T1 & T2	8	21'-0"
V	5	9'-2"

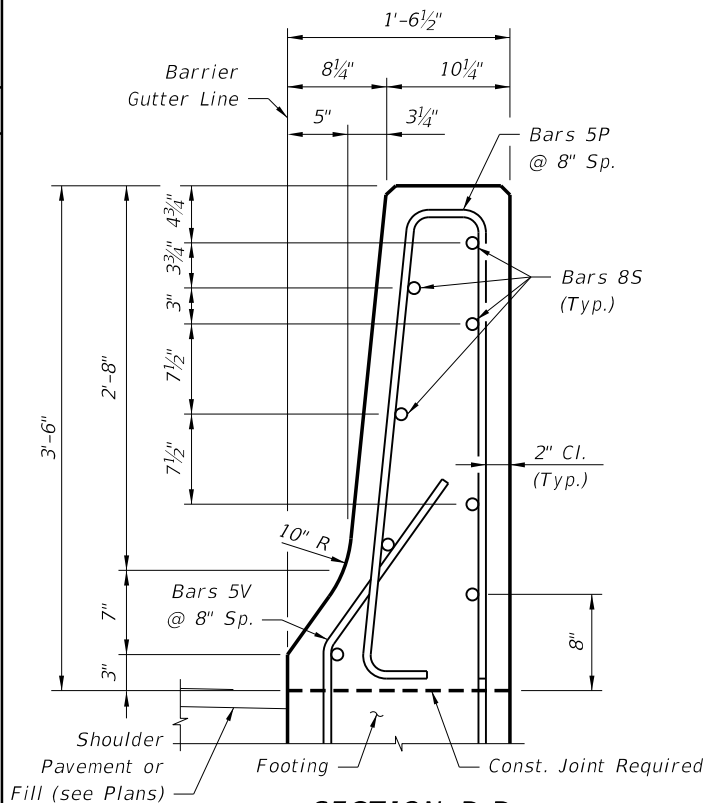
**REINFORCING STEEL NOTES:**

- All bar dimensions in the bending diagrams are out to out.
  - Bars 8S may be continuous or spliced at the construction joints. Lap splices for Bars 8S shall be a minimum of 4'-0".
  - The Contractor may utilize Welded Wire Reinforcement when approved by the Engineer. Welded Wire Reinforcement must consist of Deformed wire meeting the requirements of Specification Section 931.
- NOTE: PPB = Pier Protection Barrier

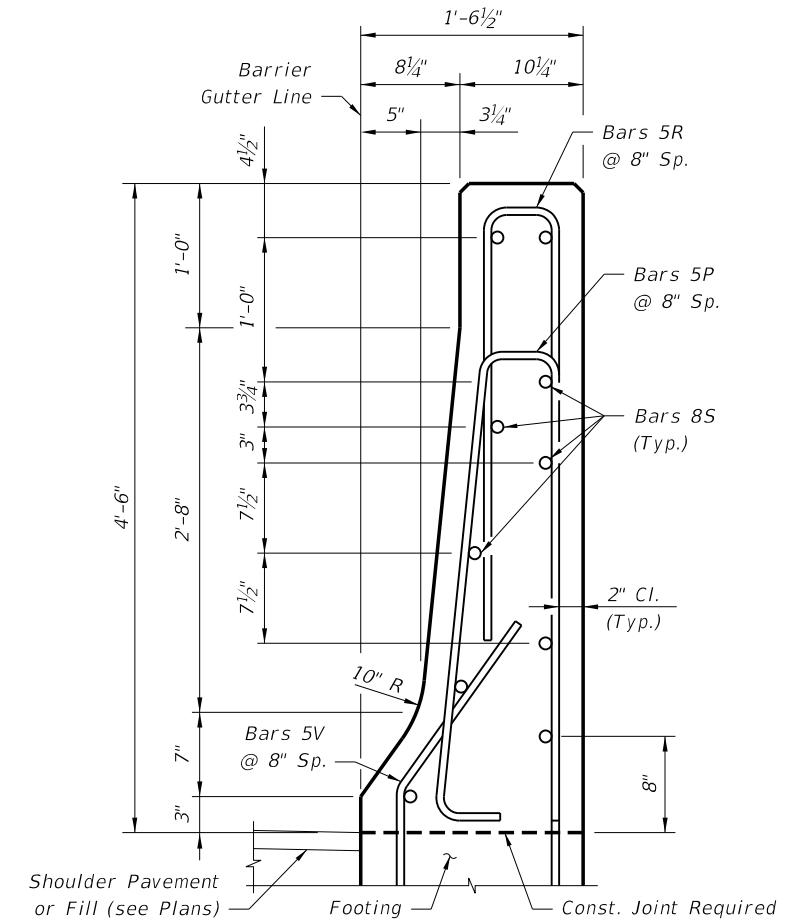
**CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS**



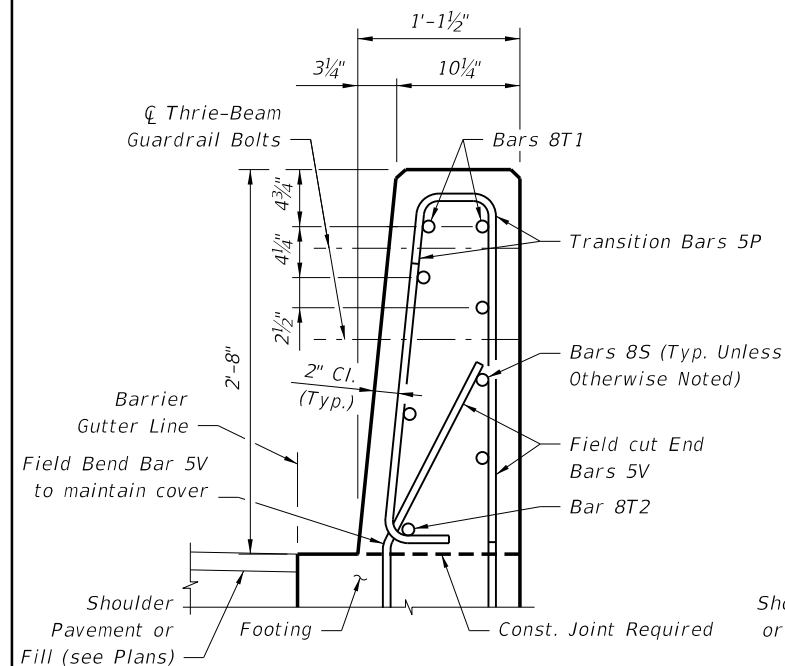
- NOTES:**
- See Sheet 9 for Footing Details.
  - See Sheet 7 for bar spacings and details within End Transitions.



**SECTION D-D**  
**TYPICAL SECTION THRU**  
**42" PIER PROTECTION BARRIER**

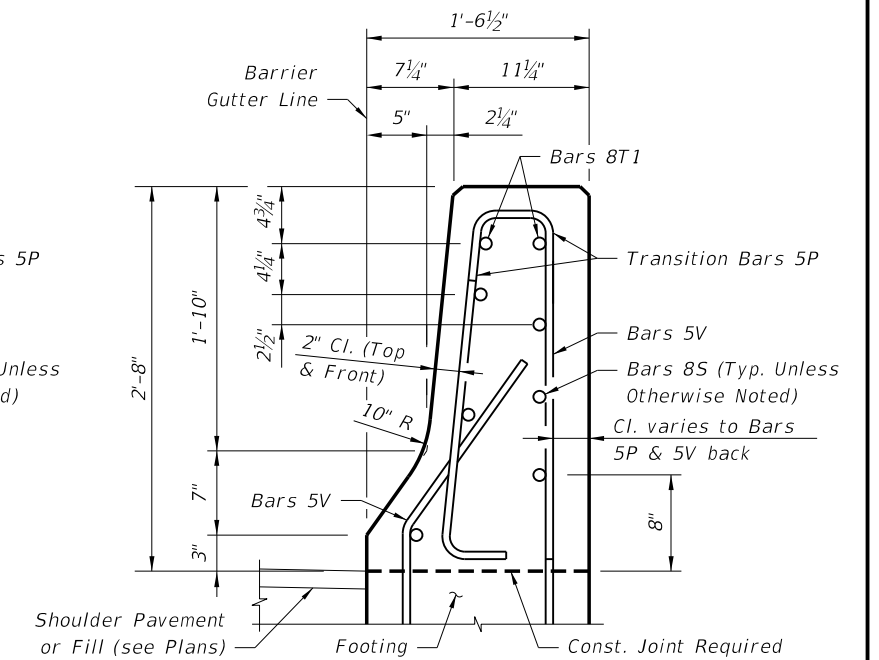


**SECTION D-D**  
**TYPICAL SECTION THRU**  
**54" PIER PROTECTION BARRIER**



**END VIEW E-E**  
 (with Tapered Toe)

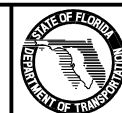
**BARRIER DETAILS**



**END VIEW F-F**  
 (without Tapered Toe)

LAST REVISION  
 07/01/13

DESCRIPTION:



**FDOT 2014**  
**DESIGN STANDARDS**

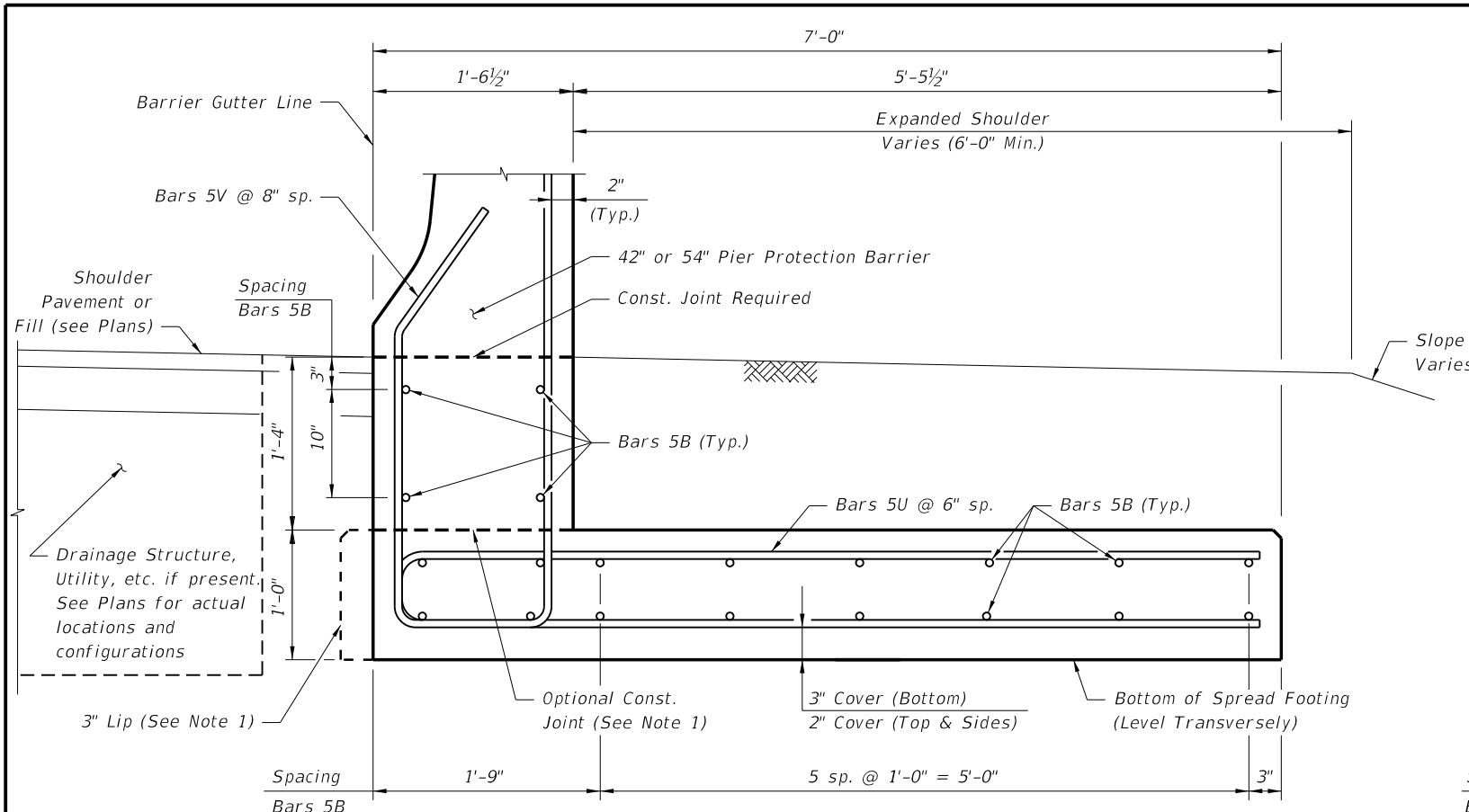
**PIER PROTECTION BARRIER**

INDEX NO.  
**411**

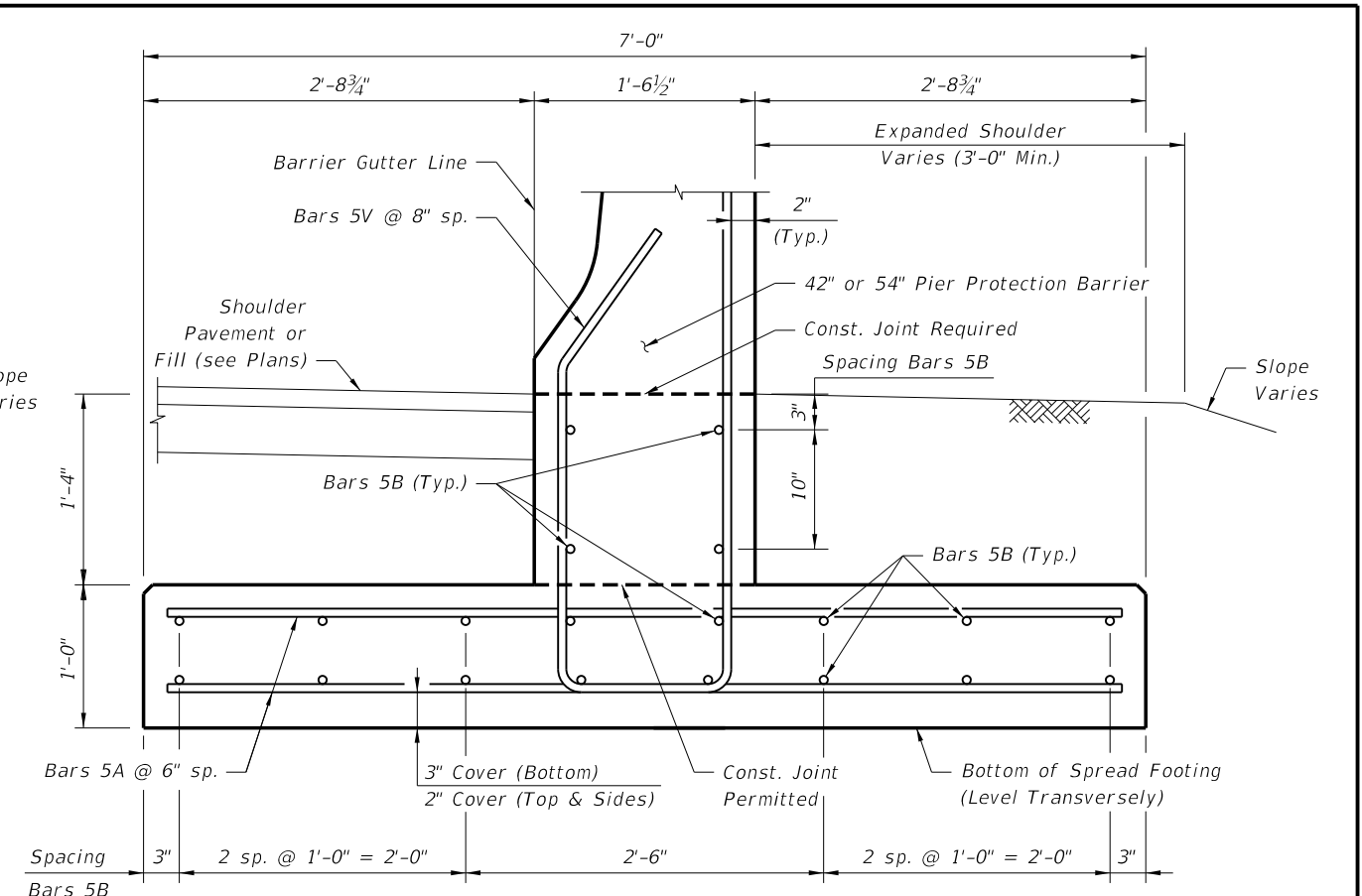
SHEET NO.  
**8 of 10**

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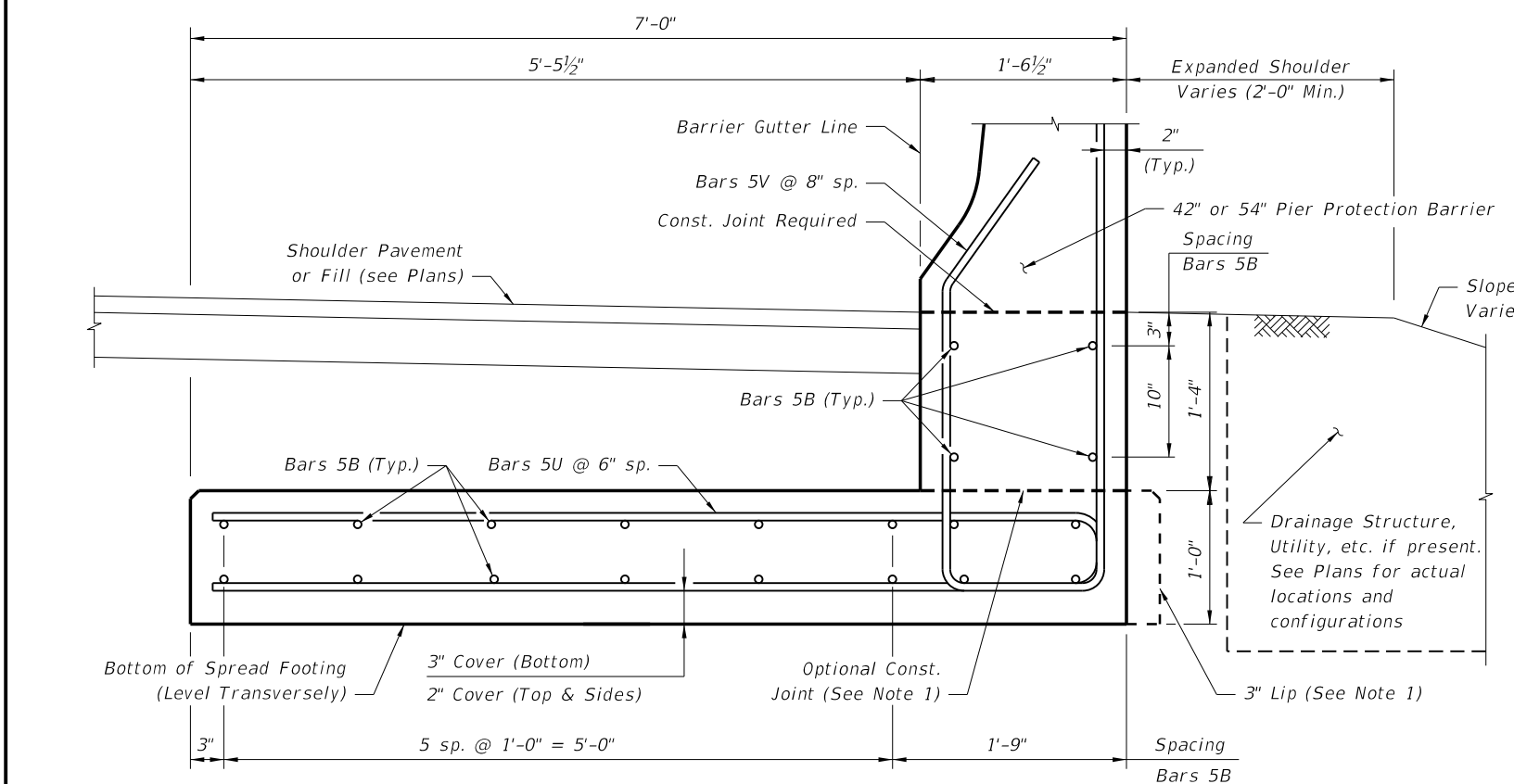




SECTION A-A TYPICAL SECTION THRU BACK CANTILEVER FOOTING



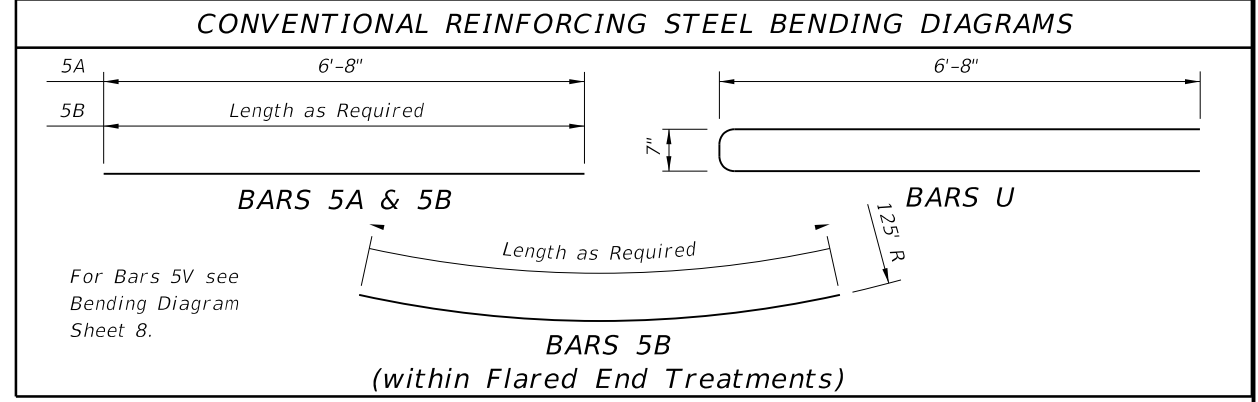
SECTION B-B TYPICAL SECTION THRU T FOOTING



SECTION C-C TYPICAL SECTION THRU FRONT CANTILEVER FOOTING

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
A	5	6'-8"
B	5	As Reqd.
U	5	14'-0"

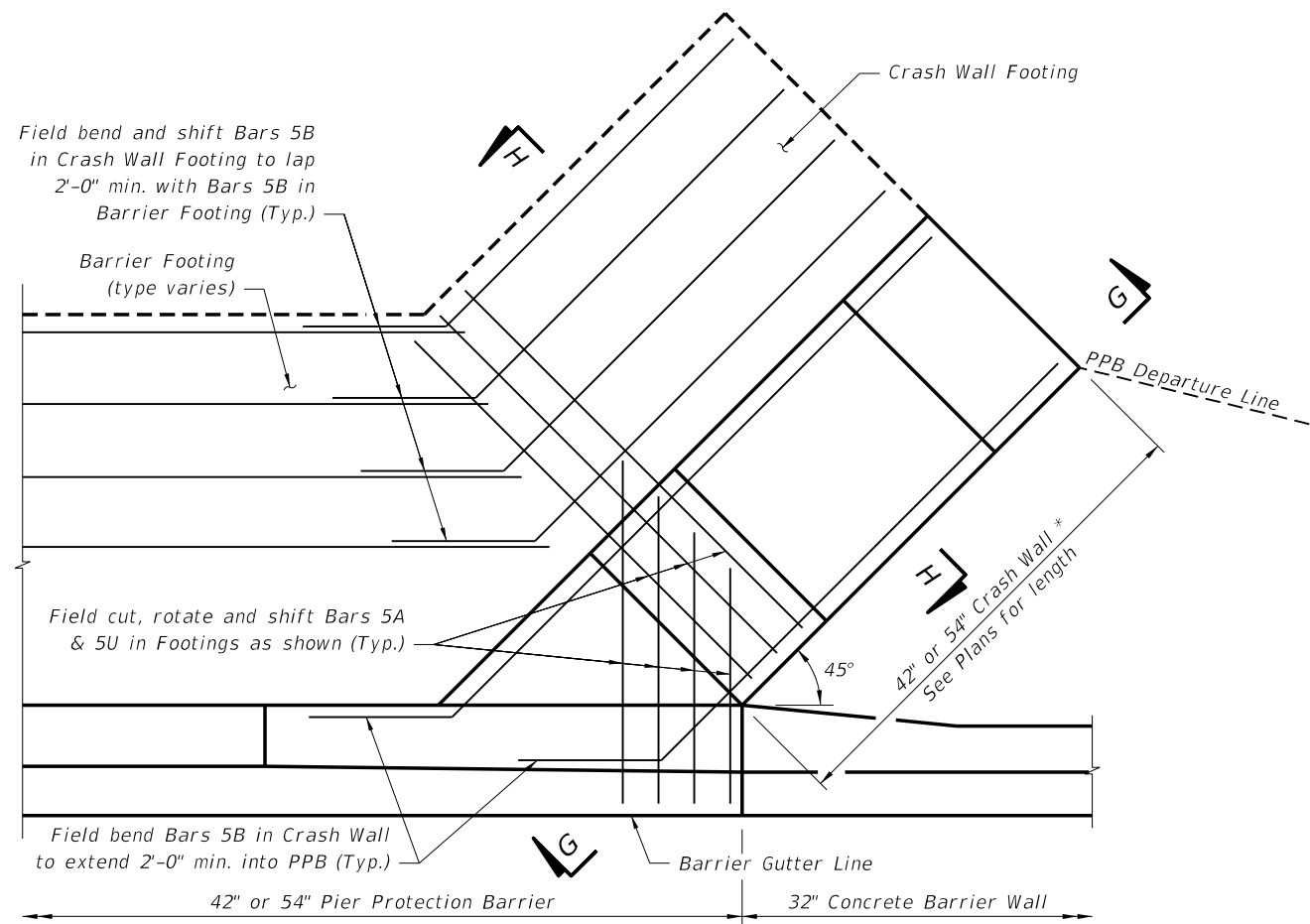
REINFORCING STEEL NOTES:  
 1. All bar dimensions in the bending diagrams are out to out.  
 2. Lap splices for Bars 5B shall be a minimum of 2'-2".  
 3. The Contractor may use Welded Wire Reinforcement when approved by the Engineer. Welded Wire Reinforcement must consist of Deformed wire meeting the requirements of Specification Section 931.



ESTIMATED BARRIER FOOTING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.335
Reinforcing Steel (w/ Bars 5V) Cantilever Footing	LB/LF	64.32
Reinforcing Steel (w/ Bars 5V) T Footing	LB/LF	63.01

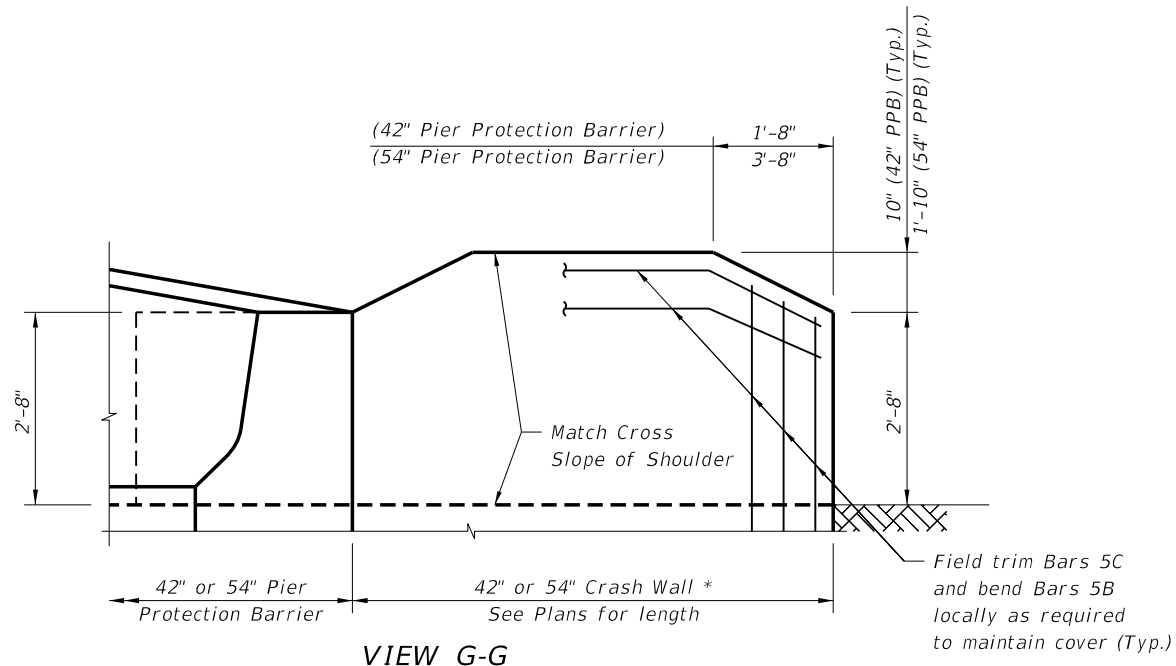
NOTES:  
 1. Provide 3" lip when optional construction joint is used. Omit 3" lip adjacent to Barrier Wall Inlets and as required to provide 2" min. clear between Cantilever Footing and adjacent Pier Footing or Column.  
 2. See Sheets 7 & 8 for Barrier Details.

BARRIER FOOTING DETAILS



PLAN VIEW

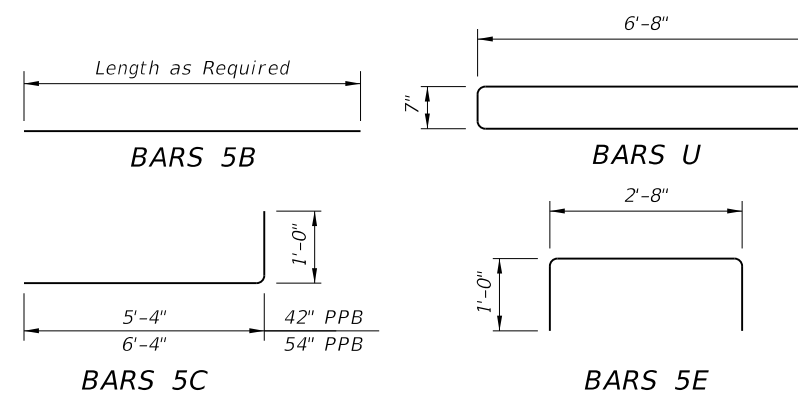
(Concrete Barrier Wall Continuation shown, Guardrail Continuation similar)



VIEW G-G

\* Match height of adjacent Pier Protection Barrier

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS



ESTIMATED CRASH WALL & FOOTING QUANTITIES

ITEM	UNIT	QUANTITY
Concrete (Footing)	CY/LF	0.260
Concrete (42" Crash Wall)	CY/LF	0.389
Concrete (54" Crash Wall)	CY/LF	0.500
Reinforcing Steel (42" Crash Wall)	LB/LF	66.06
Reinforcing Steel (54" Crash Wall)	LB/LF	70.23

NOTES:

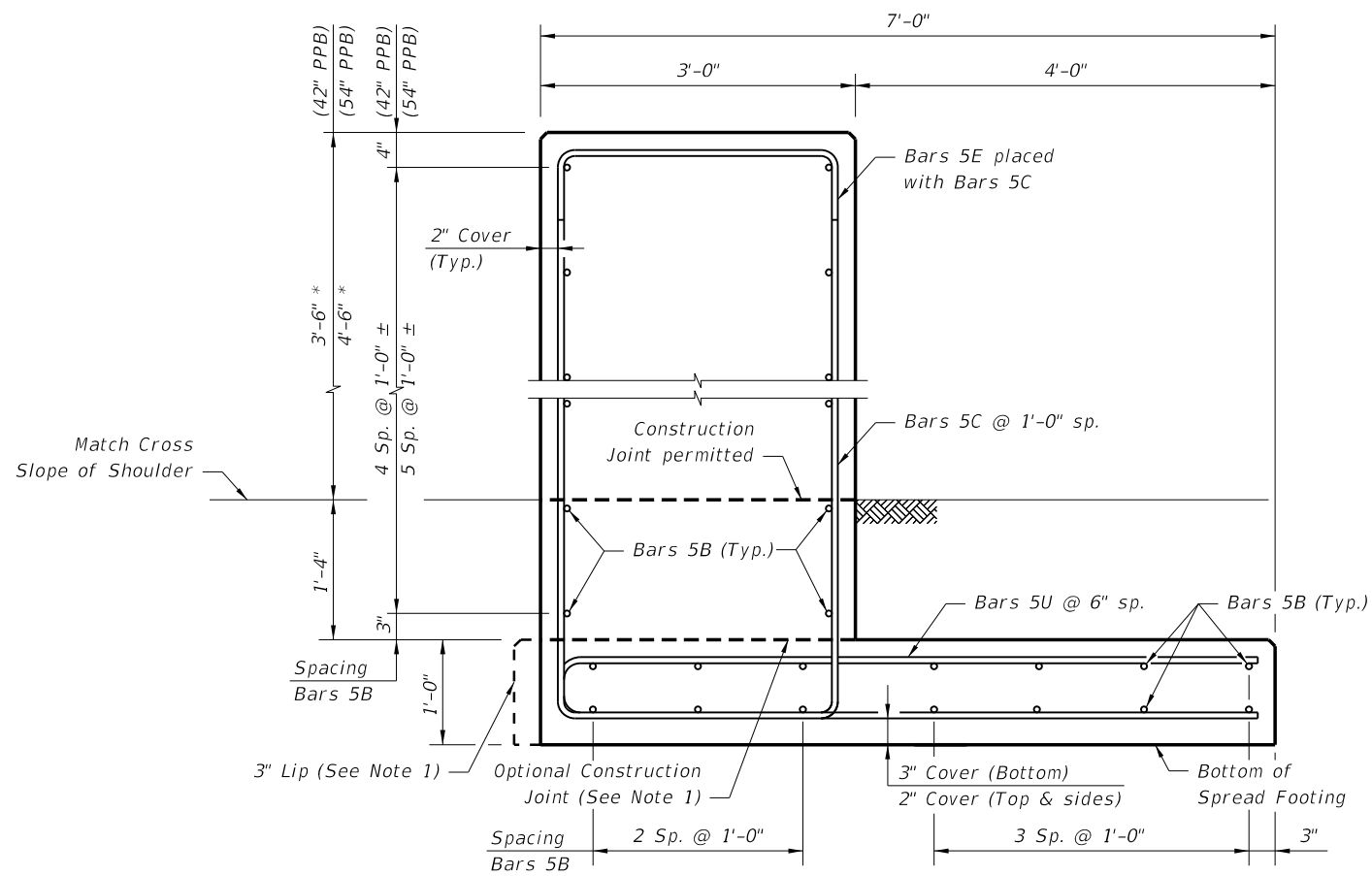
- Provide 3" lip when optional construction joint is used.
- See Sheet 8 for Barrier Details and Sheet 9 for Barrier Footing details.

BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
B	5	As Reqd.
C	5	6'-4" / 7'-4"
E	5	4'-8"
U	5	11'-0"

REINFORCING STEEL NOTES:

- All bar dimensions in the bending diagrams are out to out.
- Lap splices for Bars 5B shall be a minimum of 2'-2".
- The Contractor may use Welded Wire Reinforcement when approved by the Engineer. Welded Wire Reinforcement must consist of Deformed wire meeting the requirements of Specification Section 931.



SECTION H-H

CRASH WALL & FOOTING DETAILS

NOTE:  
PPB = Pier Protection Barrier

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LAST REVISION	DESCRIPTION:
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