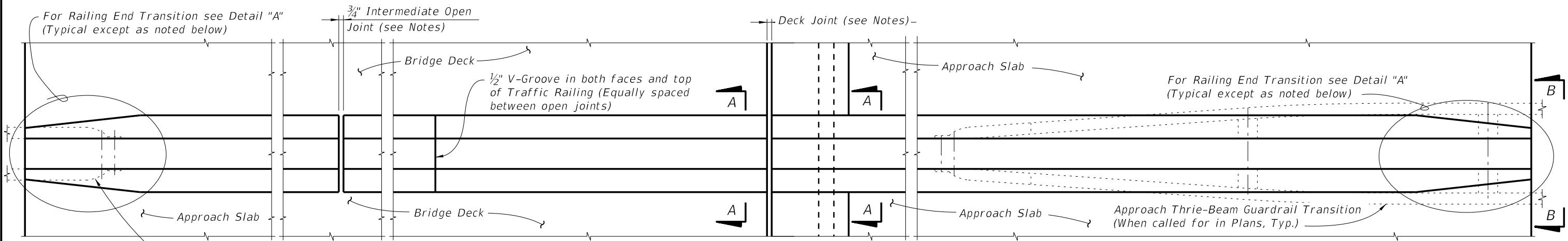
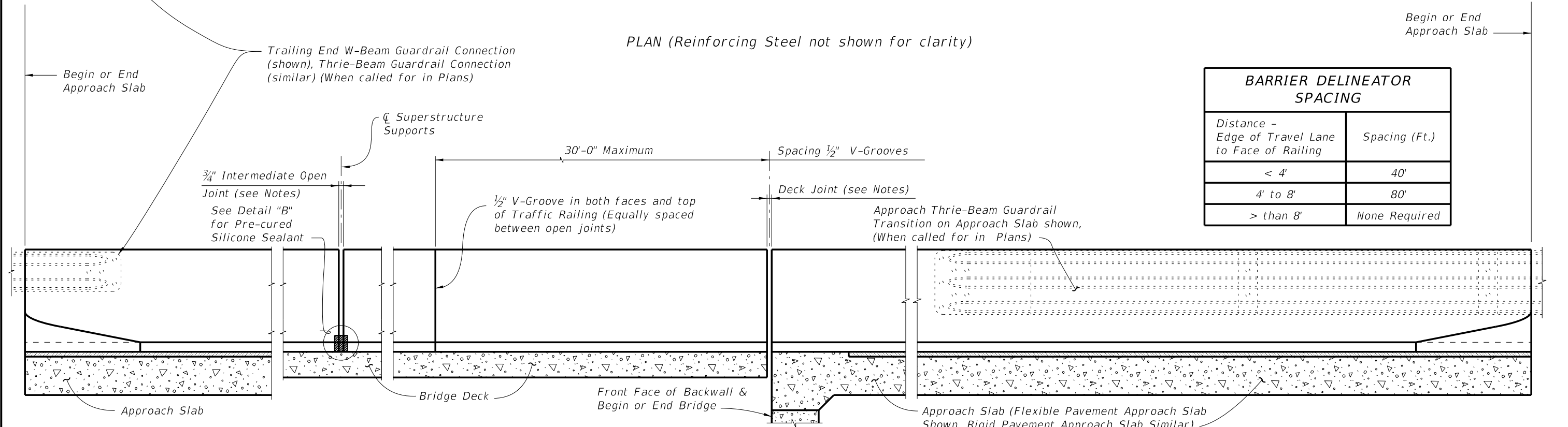


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PLAN (Reinforcing Steel not shown for clarity)

BARRIER DELINEATOR SPACING	
Distance - Edge of Travel Lane to Face of Railing	Spacing (Ft.)
< 4'	40'
4' to 8'	80'
> than 8'	None Required



ELEVATION
(Reinforcing Steel not shown for clarity)

CROSS REFERENCE:
For Section A-A, View B-B and Detail "A" see Sheet 2.
For Detail "B" see Sheet 4.

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other safety shape railings which have been crash tested to NCHRP Report 350 TL-4 criteria.

CONCRETE AND REINFORCING STEEL : See Structures Plans, General Notes.
GUARDRAIL : For Guardrail connection details see Index No. 400.

SUPERELEVATED BRIDGES : At the option of the Contractor the Traffic Railing on superelevated bridges may be constructed perpendicular to the roadway surface. The cost of all modifications will be at the Contractor's expense.

BARRIER DELINEATORS : Barrier Delineators shall meet Specification Section 993. Install Barrier Delineators on top of the Traffic Railing along the centerline at the spacing shown in the table above. Barrier Delineator color (white or yellow) shall match the color of the near edgeline. The cost of the Barrier Delineators shall be included in the Contract Unit Price for the Traffic Railing.

JOINTS : See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Sheet No. 3.

Provide 3/4" Intermediate Open Joints at :
(1) - Superstructure supports where slab is continuous.



FDOT 2014
DESIGN STANDARDS

TRAFFIC RAILING - (MEDIAN 32" F SHAPE)

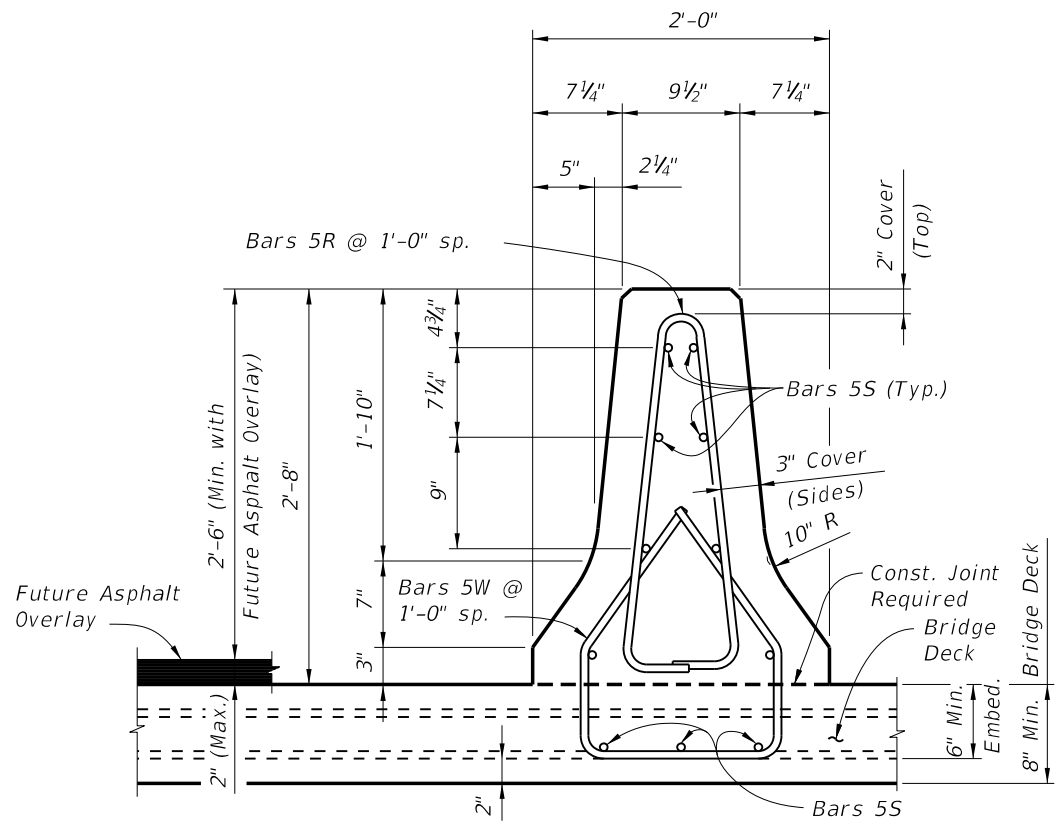
INDEX NO.
421

SHEET NO.
1 of 4

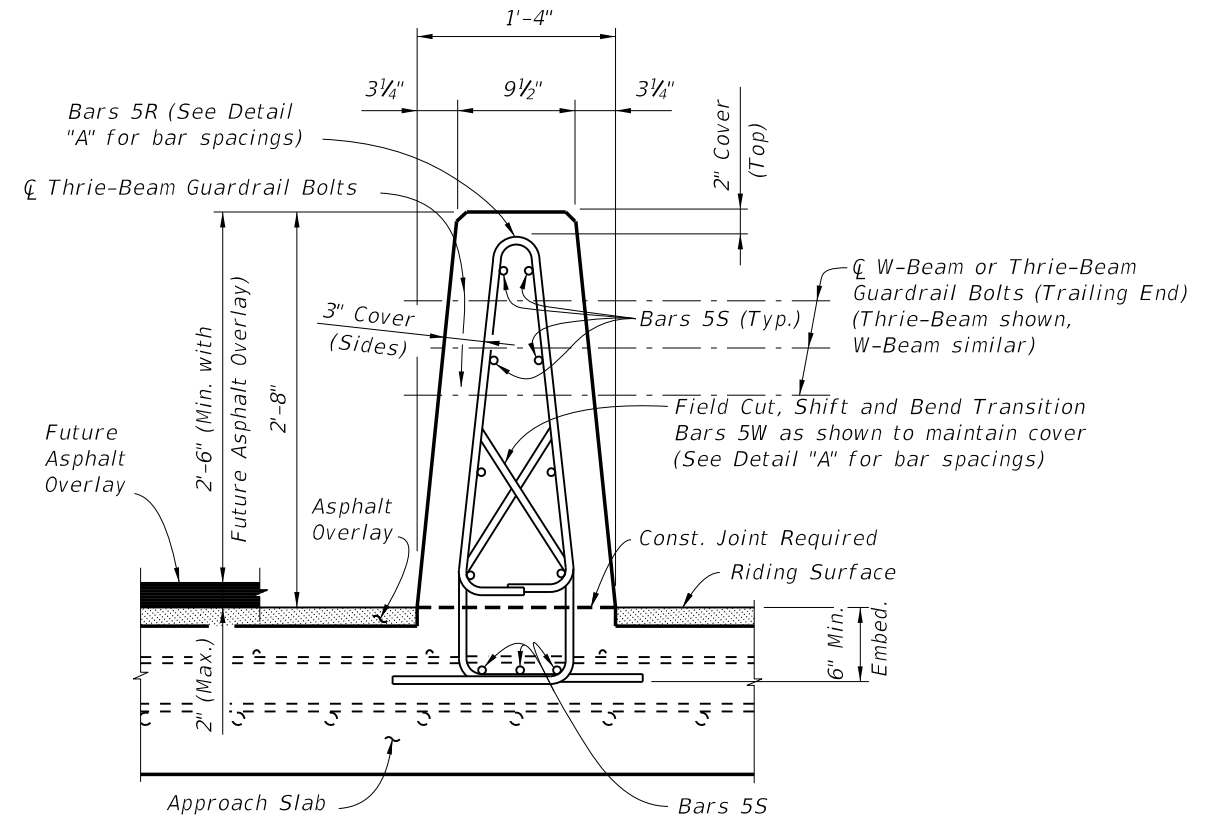
LAST REVISION
01/01/14

DESCRIPTION:
Revised height of W-Beam Railings.

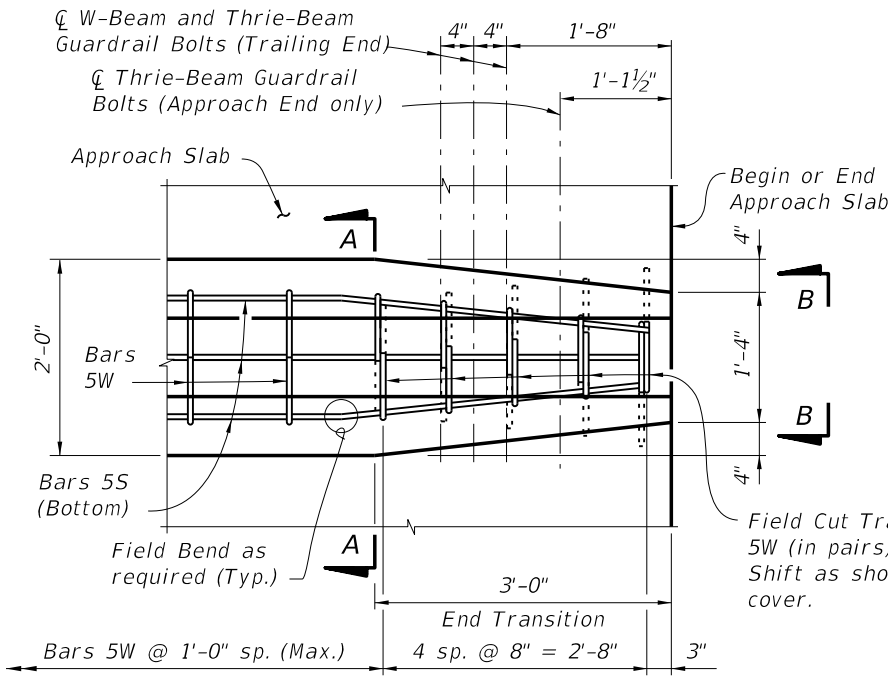
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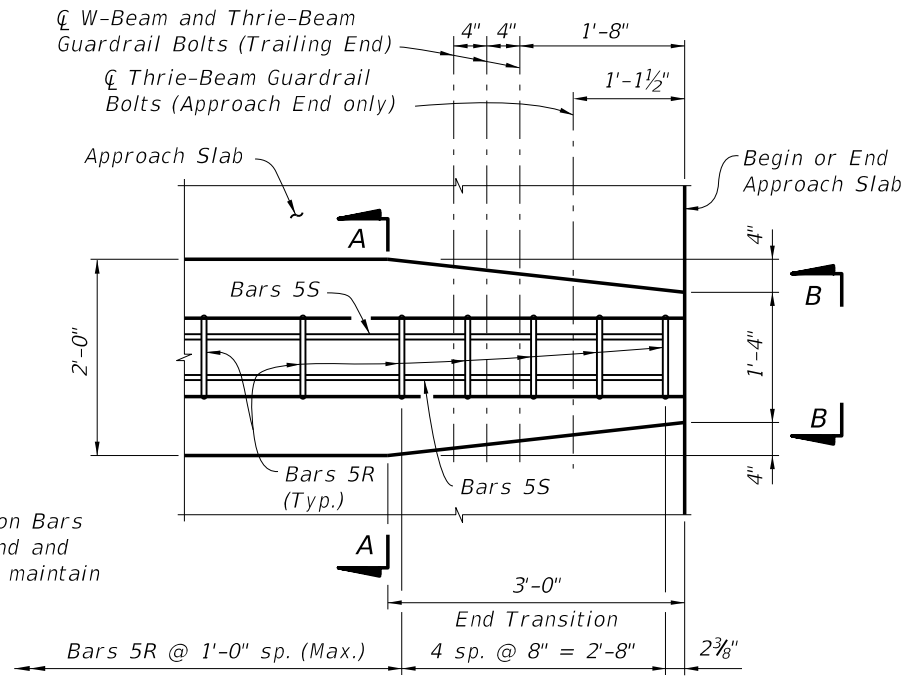
SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
 (SECTION THRU BRIDGE DECK SHOWN -
 SECTION THRU APPROACH SLAB SIMILAR)



VIEW B-B



PLAN - Railing End Transition
 (Showing Bars 5W and 5S)



PLAN - Railing End Transition
 (Showing Bars 5R and 5S)

DETAIL "A"

NOTE:

Begin placing Railing Bars 5R and 5W on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5R and 5W shall be made immediately adjacent to Begin or End Bridge. Shift and rotate Bars 5R and 5W as required to maintain cover in Railing End Transition.

Omit Railing End Transition and Guardrail if Index 410 Concrete Barrier Wall is used beyond the Approach Slab. See Structures Plans, Plan and Elevation Sheet and Roadway Plans. If Railing End Transition is omitted, extend Typical Section to the end of Approach Slab and space Bars 5R and 5W at 1'-0" (Typ.)

LAST REVISION
 01/01/14

REVISION
 DESCRIPTION:
 Clarified Guardrail Bolt callout.



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DESIGN STANDARDS

TRAFFIC RAILING - (MEDIAN 32" F SHAPE)

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