GENERAL NOTES

1. Pursuant to 35 United States Code, Chapter 18, also known as the Bayh Dole Act of 1980, any infringement on the rights of the designer shall be the sole responsibility of the user.

2. This standard drawing (Index No. 412) is provided by the Florida Department of Transportation solely for use by the Department and its assignees. The purpose for this standard drawing is to indicate the approval of use of the barrier on the State Highway System; to provide sufficient pictorials for identifying the barrier unit; and, to provide general installation geometry for the barrier.

3. Pursuant to federal law, the University may pursue royalties for a valid patent. Only those barrier units cast by producers licensed by the University of Florida will be allowed for installation on the State Highway System in Florida. Barrier Wall units shall be produced in Department-approved plants with quality control plans for precast concrete barrier wall units. Each barrier wall unit shall be permanently marked with an identification that is traceable to the manufacturer, the producing precast concrete plant, and the date of production. This permanent identification mark will serve as certification that the unit has been manufactured in accordance with University of Florida drawings and specifications for the approved quality control program.

4. Information regarding licensing, shop drawings, specifications, quality control and certification of compliance can be obtained from the University Of Florida: Office of Technology Licensing, P.O. Box 115520, Gainesville, Florida, 32611-5500. Telephone: 352-392-8929, Fax: 352-392-6600. Reference UF#11052.

5. This spaced barrier is to be installed only with hardware and accessories furnished by the licensed barrier producer. Units shall be used for no purpose other than as interconnected segments in a run of barrier. Low profile barrier wall units shall maintain firm contact with adjoining units. Nuts on tensioning rods shall be installed snug tight.

6. The low profile barrier is applicable for work zone speeds of 45 mph or less.

7. Tubular markers shall be orange in color and installed along the run of barrier at the ends and at 50 centimeters on tangents and 25 centimeters on radii. The markers shall be fixed to the top of the barrier by an adhesive or other method approved by the engineer. Approach end units shall be marked with a Type I object marker. The cost of the tubular markers and Type I object marker shall be included in the cost of the low profile barrier.

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BACKSIDE AND END PICTORIAL VIEWS

PORTABLE TEMPORARY LOW PROFILE BARRIER FOR ROADSIDE SAFETY

- Unit Length 17'-0"'
- 2'-7" Drainage Slot
- 4'-8" Unit Length
PORTABLE TEMPORARY LOW PROFILE BARRIER FOR ROADSIDE SAFETY

PLAN VIEWS OF CONNECTIONS

CONCAVE CONNECTION

FLAT FACE FEMALE END

BEVELED FACE MALE END

END VIEWS

WORK ZONE SPEED | OFFSET TO TRAFFICWAY | DEFLECTION SPACE
---|---|---
45 MPH OR LESS | 1'-2" PREferred | 9'

DEFLECTION SPACE AT DROPoffs

Notes:

LIMITATION OF USE: This installation technique can only be used on flexible or rigid pavement.

ASPHALT PAD: Where existing pavement is not present, construct 2" Asphalt Pad using miscellaneous asphalt pavement in accordance with Specification Section 339 with the exception that the use of a pre-emergent herbicide is not required. Payment for Asphalt pad will be included in the cost of the barrier.
PORTABLE TEMPORARY LOW PROFILE BARRIER FOR ROADSIDE SAFETY

MAXIMUM CURVATURE ● MINIMUM RADIUS
Flare Falls Within The Clear Zone Of Opposing Traffic

Type I Object Marker To Be Installed When Trailing End Located Outside The Clear Zone Of Opposing Traffic

Type I Object Marker To Be Installed When Trailing End Flare Falls Within The Clear Zone Of Opposing Traffic

LEGEND

PORTABLE TEMPORARY LOW PROFILE BARRIER FOR ROADSIDE SAFETY

BARRIER OPENINGS AT DRIVEWAYS
PORTABLE TEMPORARY LOW PROFILE BARRIER FOR ROADSIDE SAFETY

LEGEND

Type I Object Marker

* Trailing End Flares Are Not Required When Barrier Located Outside The Clear Zone Of Opposing Traffic
Type I Object Marker To Be Installed When Trailing End Flare Falls Within The Clear Zone Of Opposing Traffic

BARRIER OPENINGS AT DRIVEWAYS