Index 427 Traffic Railing (36" Single-Slope) (Rev. 11/16)

Design Criteria

MASH Test Level 4 Criteria; ***AASHTO LRFD Bridge Design Specifications***; ***Structures Design Guidelines (SDG)***

Design Assumptions and Limitations

The 36" Single-Slope Traffic Railing is the new basic default traffic railing for use on FDOT bridges and retaining walls. Use this railing in accordance with the requirements of ***SDG*** 6.7.

The details as shown for installing for 2" diameter conduits and associated Embedded Junction Boxes (EJBs) in traffic railings have been determined to be crashworthy in accordance with the requirements of ***AASHTO Manual for Assessing Safety Hardware (MASH)*** and the ***AASHTO LRFD Bridge Design Specifications***. To preserve the crashworthiness of traffic railings, no more than two 2" diameter conduits and associated EJBs, as shown on ***Design Standards*** Index 21210, may be installed within a traffic railing or traffic railing/noise wall.

Reinforcing cover for Traffic Railings is shown as 2½", which accommodates new slip forming tolerances. For modified designs 2" minimum cover is usually adequate for stationary form construction.

Design bridge decks supporting 36" Single-Slope Traffic Railings in accordance with the requirements of ***SDG*** 4.2. For bridge decks up to a maximum thickness of 9", the two Bars 4S placed in the bridge deck may substitute for the longitudinal deck steel located within the limits of Bars 4V, provided that the total area of longitudinal deck steel beneath the railing, as required by calculation, is not reduced.

Plan Content Requirements

In the Structures Plans:

In the Materials Note on the General Notes Sheet, specify the concrete class in accordance with the superstructure environment classification. See ***SDG*** 1.4.

Include the following Bridge Name Note on the General Notes Sheet:

> Place the following bridge name on the traffic railing in accordance with the Traffic Railing Design Standard:
>
> [Use the name of the bridge or non-roadway facility crossed, or include the name of both facilities for roadway crossings, e.g.:
>
> THOMASVILLE ROAD FLYOVER
> TOMOKA RIVER
> CSX RAILROAD
> US 19 OVER EAST BAY DR

For multiple bridges, identify the associated bridge number, e.g.:

Bridge No.	Name
600103	CHOCTAWHATCHEE BAY
600104	CHOCTAWHATCHEE BAY RELIEF]

Show and label, by name or Index number, the 36" Single-Slope Traffic Railing on the Plan and Elevation, Typical Section, Superstructure, Approach Slab and Finish Grade Elevations Cross Section sheets, Retaining Wall Control Drawings, and other sheets as required. Show limiting stations when transitioning to other type traffic railings.

On the Superstructure section sheets, show the two Bars 4S placed in the bridge deck within the Bars 4V along with the rest of the deck steel.

When approach or trailing end traffic railing or barrier wall is shown in the plans, provide special end transition details to match the adjacent profile and height at the end of the Approach Slab. Transitions should be made over a 10'-0" length for the face profile and at 1:8 maximum slope for the height transition. To avoid widening the approach slab behind the transition, 2" concrete cover may be used.

All concrete and Bars 4P, 4S and 4V required to construct the traffic railing are included in the Estimated Traffic Railing Quantities. Do not include traffic railing concrete in the estimated concrete quantities, or Bars 4P, 4S and 4V in the reinforcing bar lists and estimated reinforcing steel quantities for supporting bridge decks, approach slabs or retaining walls.

Payment

Item number	Item description	Unit Measure
521-5-13	Concrete Traffic Railing, Bridge 36" Single-Slope	LF
521-8-1	Concrete Traffic Railing Barrier, Retaining Wall System, Mounted with Sleeper Slab	LF