February 28, 2003

MEMORANDUM

TO: All Users of the Florida Department of Transportation
Plans Preparation Manual, Volume I

FROM: William N. Nickas, State Structures Design Engineer
Brian Blanchard, State Roadway Design Engineer

COPIES: State Highway Engineer, Freddie Simmons
Director Office of Design, Bob Greer
FHWA, Doug Edwards
Structures Design Engineers (William Domico, Bob Nichols, Jack Evans, Larry Sessions, and Marcus Ansley)
State Geotechnical Engineer, Larry Jones
District Directors of Operations (Debbie Hunt, Jim MacLaughlin, Jimmy Rodgers, James Wolfe, George Gilhooley, Gus Pego, John Temple, Bruce Seiler)
District Directors of Production (Mike Williams, Dave Byrd, Gene Martin, Gerry O'Reilly, Noranne Downs, Donald Skelton, Nancy Clements)
District Structures Design Engineers (Gerard Moliere, Rod Nelson, Keith Shores, John Danielsen, Neil Kenis, Kim Saing, Jose Rodriguez, and Agnes Spielmann)
District Structures and Facilities Engineers (Pepe Garcia, Bud Rosier, John Locke, Jorge Martos, Ron Meade, Frank Guyamier, and Tom Reynolds)

SUBJECT: Temporary Design Bulletin C03-02
FDOT Plans Preparation Manual Topic No. 625-000-007
Sections 2.12 and 25.4.25.3 - New Jersey Shape Traffic Railing Barriers
Effective February 28, 2003

The superseded FDOT standard design for the New Jersey Shape Traffic Railing Barrier that previously was declared to be obsolete has been successfully crash tested in accordance with NCHRP Report 350 Test Level 4 criteria. The requirement stated in Section 2.12 of the Plans Preparation Manual, Vol. I for exceptions to be processed for these traffic railing barriers is hereby rescinded and is no longer necessary. The similar language stated in Section 25.4.25.3 is also hereby rescinded.

All FDOT Standard Traffic Railing Barriers shown on Structures Standard Drawings Index No. I-799, and similar New Jersey and F-Shape designs with different superseded index numbers, are hereby declared both structurally and functionally adequate.

All other former FDOT bridge traffic railings not listed above, and any other traffic railings that are not based on crash tested designs, are inadequate and shall be replaced, retrofitted or excepted as appropriate using the criteria included in the Structures Design Guidelines.

WNN/CEB