

SECTION F-F

NOTE: The Railing shown on this drawing conforms with the requirements of the American with Disabilities Act (ADA), provided that the gradient does not exceed 5%.

TRAFFIC RAILING BARRIER: For details of Traffic Railing Barrier, See Index 700.
PAYMENT: Traffic Railing shall be paid for per linear meter (Item No. 2400-148-1), which shall include all concrete and reinforcing steel. See Index 700.
 Sidewalk Aluminum Rail shall be paid for per linear meter (Item No. 2460-70-1).
 Bicycle Aluminum Rail shall be paid for per linear meter (Item No. 2460-70-2).
 Payment for rail includes Anchor Bolts, Nuts, Resilient Pads, and all incidental materials and labor required to complete the installation.

POST: Fabricated wrought aluminum; ASTM B221, alloy 6061-T6 or alloy 6351-T5 with welding using filler wire 4043.

RAIL, AND RAIL SPLICE: Aluminum; ASTM B221, alloy 6061-T6 or alloy 6351-T5.

RAIL CLAMP BAR: Aluminum; ASTM B221, alloy 6061-T6 or alloy 6351-T5.
ANCHOR BOLTS: Anchor bolts shall be in accordance with ASTM A36M or

ANCHOR BOLTS: Anchor bolts shall be in accordance with ASTM A508 or ASTM F568, Class 4.6. Anchor bolts, Nuts and washers shall be hot-dip galvanized in accordance with ASTM designation A153.

RAIL END CAP: ASTM B26 sand cast aluminum alloy, SG 70A-F (Aluminum Association alloy designation A-356-F).

RAIL INSTALLATION: Rail Post shall be normal to Profile Grade. Post shall be seated on 3 mm thick resilient pads in accordance with Subarticle 932-2J. The dimension shall be the same as the post base. Rail expansion joint shall occur in the panel between posts on either side of Bridge expansion joint. Rail expansion joint shall be similar to rail splice with provision for movement equal to 1.5 times the bridge joint opening.

SHOP DRAWINGS: Complete details and description of materials of the proposed metal rail shall be submitted by the contractor for the Engineer's approval prior to fabrication for railing that do not conform to the plans.

SPLICES: Splices shall be spaced at 12 m maximum.



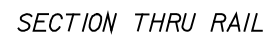
****NOTE:** After nuts have been tightened the threads shall be nicked to prevent removal of nuts.

*NOTE: See Superstructure Drawing for actual dimensions.

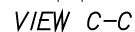
NOTE: Rail shall be continuous over a minimum of three posts before splicing.



NOTE "A" ~ Rough out ends and edges of aluminum rails shall be ground or filed smooth to remove all sharp edges, nicks or burrs that would be injurious to the human touch.



BICYCLE BARRIER RAIL




RAIL CLAMP BAR



RAIL COMPONENTS



NOTE: All dimensions are in millimeters (mm), except as noted.

REVISIONS						NAMES		DATES		ENGINEER OF RECORD.		LOGO.		FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE:		DRAWING NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DRAWN BY	WEH	2-89	CHECKED BY	AJG	2-89	<div>STRUCTURES DESIGN OFFICE</div> <div>CENTRAL OFFICE</div> <div>605 Suwannee Street, MS 33</div> <div>Tallahassee, Florida 32399-0450</div>		ROAD NO.		COUNTY	PROJECT NO.	TRAFFIC RAILING		1 of 1
2-97	JSP	Deleted last part of Payment Note.	97R3			CHECKED BY											(SIDEWALK TYPE AND BICYCLE TYPE)			
3-97	SHM	Added Fillet Weld Size.				DESIGNED BY											PROJECT NAME.	INDEX NO.		
8-98	SHM	Changed Payment Note.				CHECKED BY														
11-98	JP	Delete Payment for Traffic Railing Note.				APPROVED BY	AJG											710		