

5150000 METAL PEDESTRIAN/BICYCLE RAILINGS, GUIDERAILS, AND HANDRAILS  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Dean Perkins  
FDOT  
[dean.perkins@dot.state.fl.us](mailto:dean.perkins@dot.state.fl.us)

Comments: (9-22-15)

515-5.3 Third paragraph: Recommend revising, as follows: Post tolerance from plumb is plus or minus one inch, measured at 42 inches above the foundation. Rails must form a smooth continuous line, unobstructed by joints, fittings or knuckles, and without hills or dips greater than 1/2 inch between any three posts or side sway greater than 1/2 inch between post assemblies.

**Response:**

Question: Is there a specification for the strength of the railing? I.e., "Railing must withstand a horizontal or vertical point load of 200 lbs., or a continuous load of 50 lbs. per linear foot."

**Response:**

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Maria Connolly  
954-934-1209  
[maria.connolly@dot.state.fl.us](mailto:maria.connolly@dot.state.fl.us)

Comments: (9-23-15)

Under Section 515-1 Description, recommend changing "... shall meet the requirements of 105." to "... shall meet the requirements of Section 105."

**Response:**

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Ervin Sterling  
954-777-4469  
[ervin.sterling@dot.state.fl.us](mailto:ervin.sterling@dot.state.fl.us)

Comments: (9-23-15)

515-3.3.2 Steel Railing uses the term "Hot-dip galvanized. There seems to be varying industry opinions about what exactly is meant by "hot-dipped galvanized steel" vs. "galvanized steel" (loose use of the terms "hot-dipped", "galvanized", "electrogalvanized", "electroplated", etc.) which may lead to a product which has the much inferior zinc-electroplated finish. Hot-dipped galvanization is a form of galvanization, but may not provide the corrosion protection you seek. Spec 630-3 Installation Requirements, third paragraph, first sentence, allows "rigid galvanized metal conduit" as an option. Please use the term "rigid galvanized metal conduit" in lieu of "hot-dipped galvanized steel".

**Response:**

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Dan Hurtado  
[dan.hurtado@dot.state.fl.us](mailto:dan.hurtado@dot.state.fl.us)

Comments: (9-24-15)

1. 515-1: Producers seeking inclusion on the list shall meet the requirements of "Section" 105

**Response:**

2. 515-3.2.1 "splices may be ER4303"... You need to state the specifying entity (AWS, AISI, ASTM, etc.)

Response:

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Steve Duke  
352-955-6682  
steve.duke@dot.state.fl.us

Comments: (9-24-15)

Section 515-3.2 Should state that All welding shall be inspected in accordance with the appropriate welding code AWS D1.2 Aluminum or D1.1 Structural Steel. As presently worded not even visual inspection would be required as this is a non-destructive test method.

Response:

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Mike Irwin  
772-257-5025  
Mike.Irwin@cardno.com

Comments: (10-1-15)

I would recommend that the shop drawing requirements listed in 515-4 add the anchor attachment details including anchor embedment. The proper embedment has been an issue on past projects. Besides the fact that anchor embedment is critical to the design and functionality of the rail, the inclusion of this information in the shops will increase the quality of the work, inspection and verification.

Response:

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FDOT, D3 (via Barbara Stickland)

Comments: (10-8-15)

D3 Construction Operation Office: Consider adding language indicating the Contractor is responsible for any issues encountered while drilling the core holes. This has been an issue when the Contractor has hit the rebar.

Response:

D3 Design: This proposed change addresses aluminum and steel guiderail no reference is made to railings constructed of PVC. The BOE lists PVC as an acceptable material.

Response:

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Brian Hermany (via Deborah Ihsan)  
561-370-1140

Comments: (10-20-15)

Regarding the coating process. The basic 2605 process may not be adequate for the fluoropolymer coating. Please see if 2605-13 would better suit the Department needs.

Response:

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Jeffrey Leclaire (via Deborah Ihsan)  
FDOT, D4  
954-777-4387

Comments: (10-20-15)

Section 515-3 Construction Requirements. ...maintain a uniform spacing with reasonable consistency. Need to define what is reasonable and who decides if the spacing is reasonable.

Response:

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