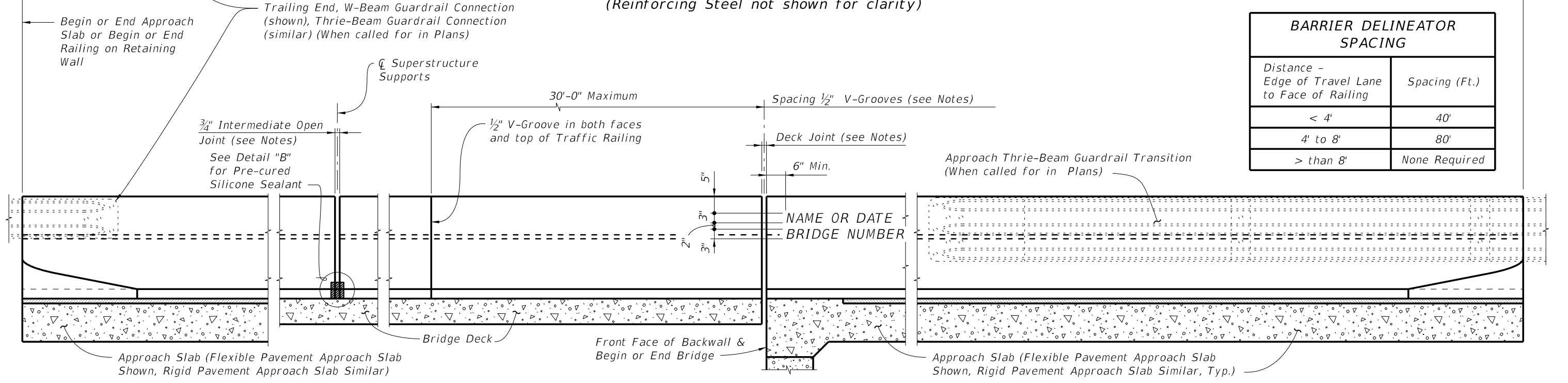


PLAN
(Reinforcing Steel not shown for clarity)

BARRIER DELINEATOR SPACING	
Distance - Edge of Travel Lane to Face of Railing	Spacing (Ft.)
< 4'	40'
4' to 8'	80'
> than 8'	None Required



ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)
(Railing on Bridge Deck and Approach Slab shown, Railing on Retaining Wall similar)

CROSS REFERENCE:
For Section A-A, View B-B and Detail "A", see Sheet 2.
For Detail "B", see Sheet 4.

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other safety shape railings which have been crash tested to NCHRP Report 350 TL-4 Criteria.

CONCRETE AND REINFORCING STEEL : See Structures Plans General Notes.

GUARDRAIL : For Guardrail connection details see Index Nos. 400 and 410.

SUPERELEVATED BRIDGES : At the option of the Contractor the Traffic Railing on superelevated bridges may be constructed perpendicular to the roadway surface. If an adjoining railing is constructed plumb, transition the end of the Traffic Railing from perpendicular to plumb over a minimum distance of 20'-0". The cost of all modifications will be at the Contractor's expense.

PEDESTRIAN AND BICYCLE RAILING : See Index Nos. 821 and 822 for Notes, Details and post spacings for Traffic Railings with Aluminum Pedestrian /Bicycle Bullet Railings.

V-GROOVES : Construct 1/2" V-Grooves plumb. Space V-Grooves equally between 3/4" Open Joints and/or Deck Joints and at V-Groove locations on Retaining Wall footings.

NAME, DATE AND BRIDGE NUMBER : The Name and Bridge Number shall be placed on the Traffic Railing so as to be seen on the driver's right side when approaching the bridge. The Date shall be placed on the driver's left side when approaching the bridge. The Name shall be as shown in the General Notes in the Structures Plans. The Date shall be the year the bridge is completed. For a widening when the existing railing is removed, use both the existing date and the year of the widening. Black plastic letters and figures 3" in height may be used, as approved by the Engineer, in lieu of the letters and figures formed by 3/8" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

BARRIER DELINEATORS : Barrier Delineators shall meet Specification Section 993. Install Barrier Delineators on top of the Traffic Railing 2" from the face on the traffic side at the spacing shown in the table above. Barrier Delineator color (white or yellow) shall match the color of the near edgeline. The cost of the Barrier Delineators shall be included in the Contract Unit Price for the Traffic Railing.

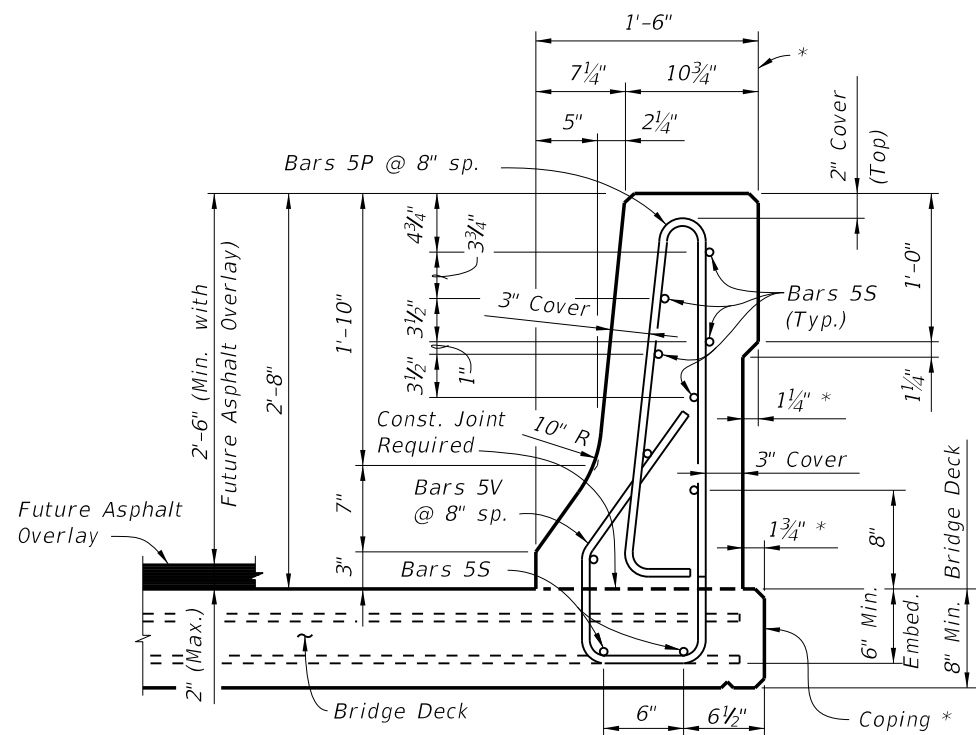
JOINTS : See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Sheet No. 3.

Provide 3/4" Intermediate Open Joints at :

- (1) - Superstructure supports where slab is continuous.
- (2) - Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

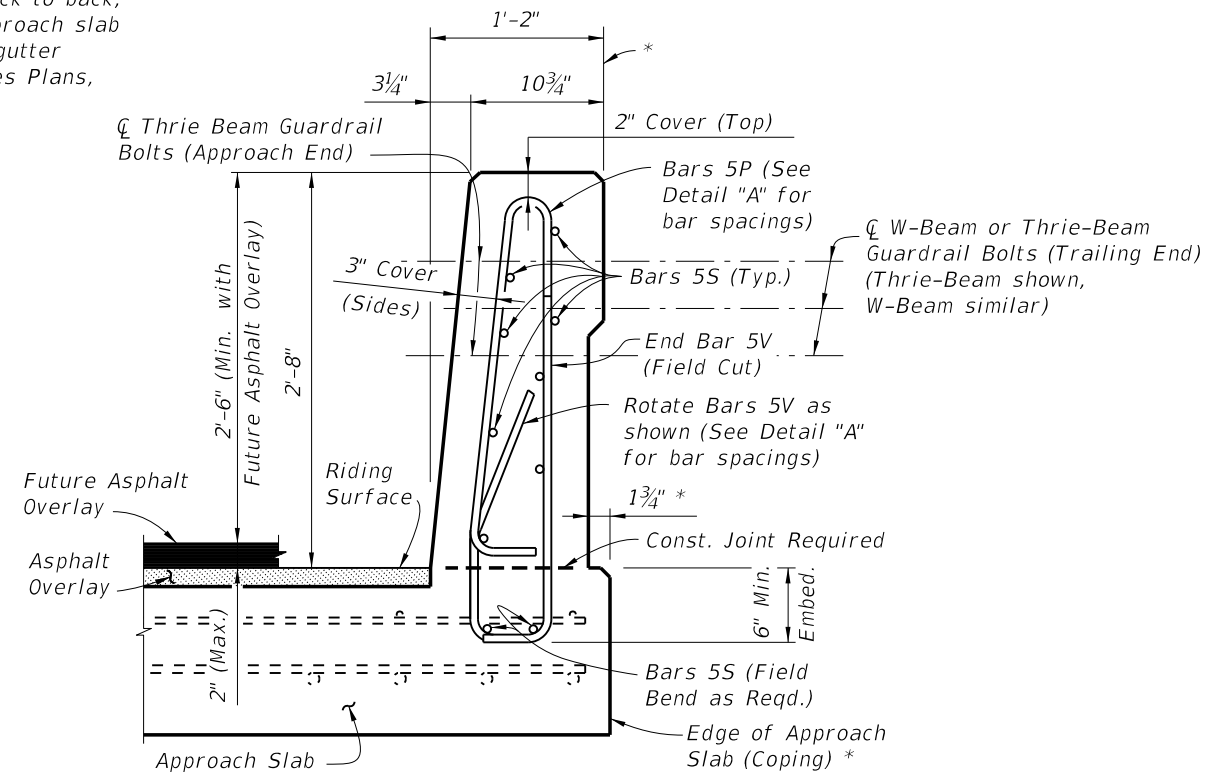
C:\projects\standards\structures\current\ready\release\01-14 rdwy bltn\00420-1of4.dgn
 8:38:17 AM
 3/4/2014
 KJACMP

C:\projects\standards\structures\current\ready\release\01-14 rdwy\bln\00420-2of4.dgn
8:38:19 AM
3/4/2014

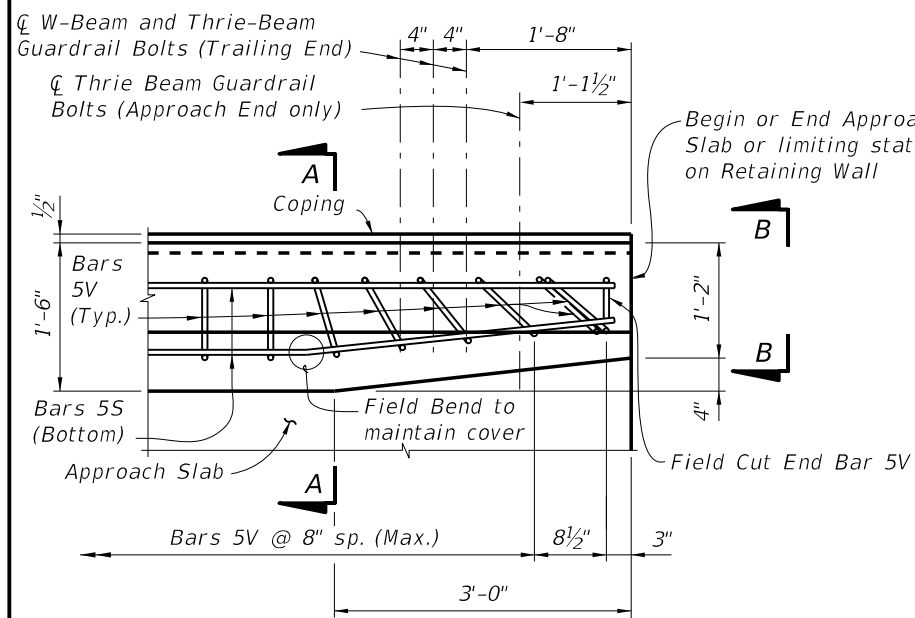


SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
(Section thru Bridge Deck shown, Section thru Approach Slab
and Retaining Walls similar)

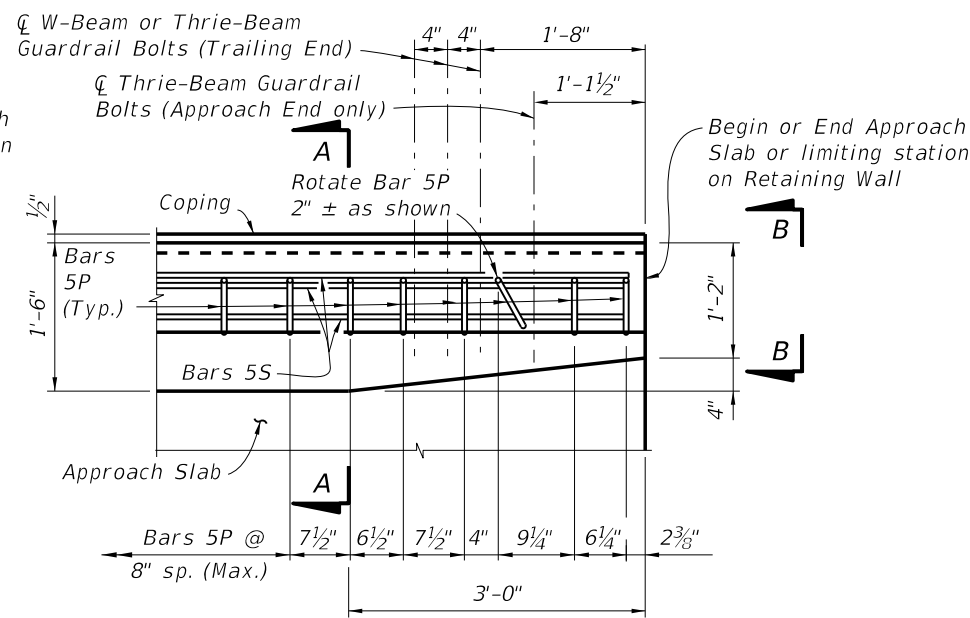
* Where railings of adjacent bridges are to be built back to back, the outside vertical plane of the railing and deck/approach slab may coincide along a plane centered 1'-6" from each gutter line. A bond breaker will be required. See Structures Plans, Superstructure Sheets for Details.



VIEW B-B
(Section thru Approach Slab shown,
Section thru Retaining Walls similar)



PLAN - Railing End Transition
(Showing Bars 5V and 5S)



PLAN - Railing End Transition
(Showing Bars 5P and 5S)

NOTES:

Rotate Bars 5V in Railing End Transition to maintain cover. Begin placing Railing Bars 5P and 5V on Approach Slab at the barrier end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5P and 5V shall be made immediately adjacent to Begin or End Bridge.

CROSS REFERENCE:

For locations of Section A-A and View B-B see Sheet 1.

DETAIL "A"
(Railing on Approach Slab shown, Railing on Retaining Wall similar)

NOTE: Omit Railing End Transition and Guardrail if Index 410 Concrete Barrier Wall is used beyond the Approach Slab or Retaining Wall. See Structures Plans, Plan and Elevation Sheet and Roadway Plans. If Railing End Transition is omitted, extend Typical Section to end of the Approach Slab or limiting station on Retaining Wall, and space Bars 5P and 5V at 8" (Typ.)

LAST REVISION
01/01/14

DESCRIPTION:
Clarified Guardrail Bolt callout.



FDOT 2014
DESIGN STANDARDS

TRAFFIC RAILING - (32" F SHAPE)

INDEX NO.
420

SHEET NO.
2 of 4