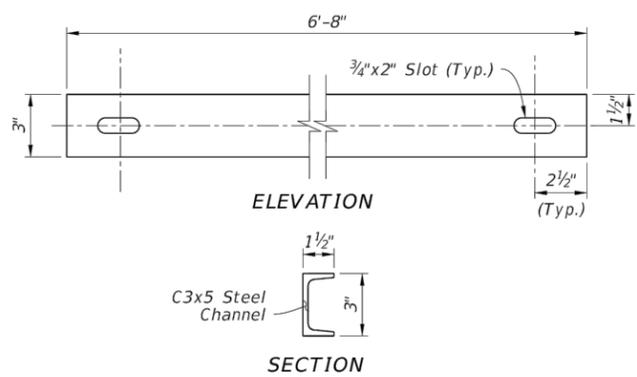
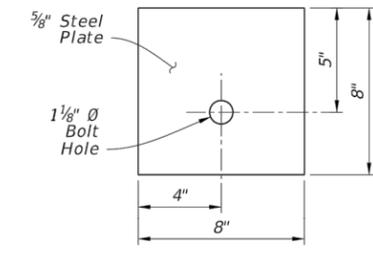


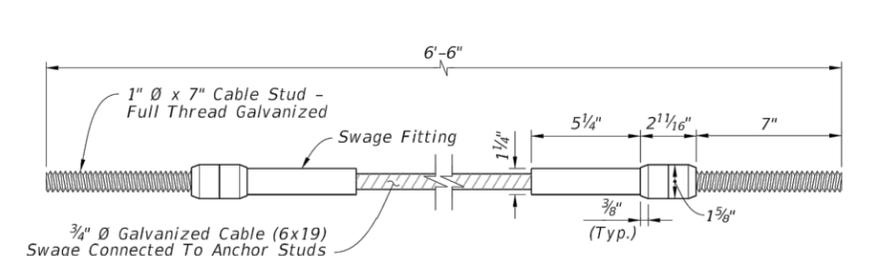
STEEL TUBE FOUNDATION



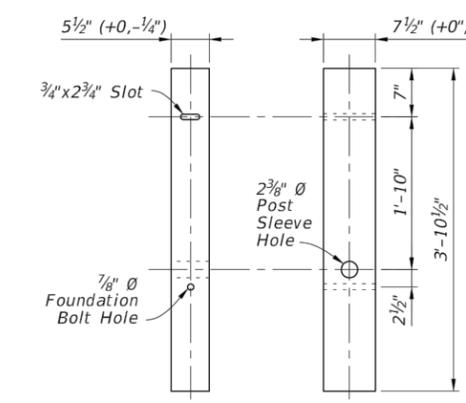
GROUND STRUT



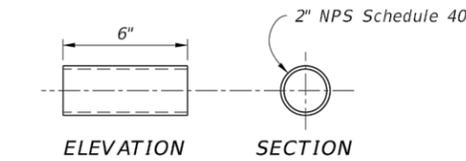
BEARING PLATE



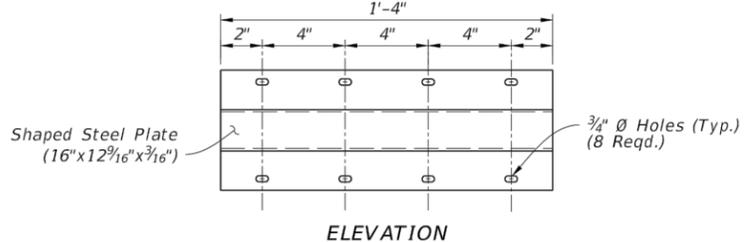
CABLE ASSEMBLY



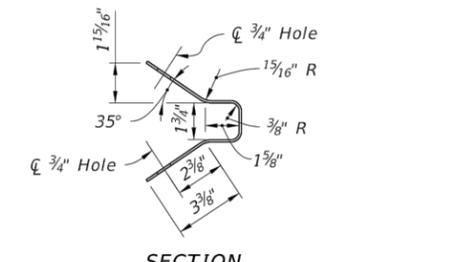
SHORT TIMBER BREAKAWAY POST (6"x8" Nom.)



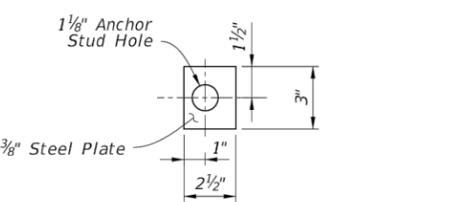
BREAKAWAY TERMINAL POST SLEEVE



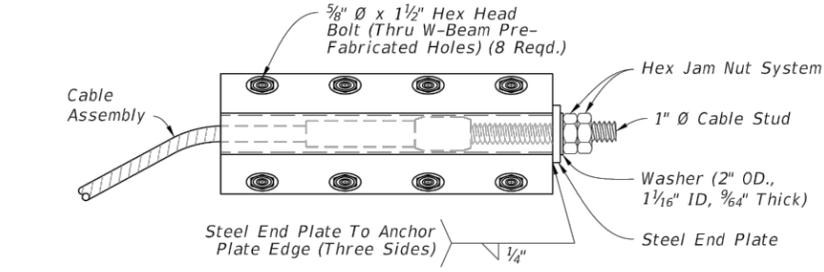
CABLE ANCHOR PLATE



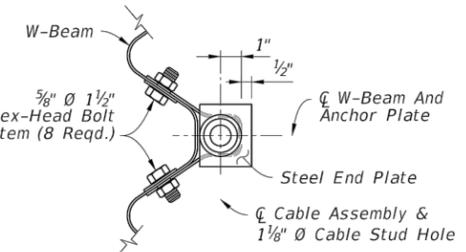
SECTION



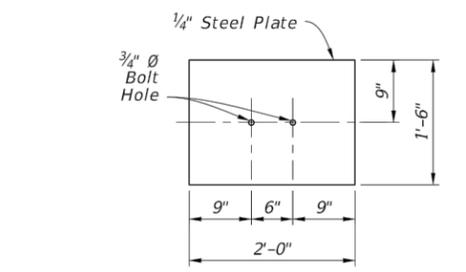
STEEL END PLATE



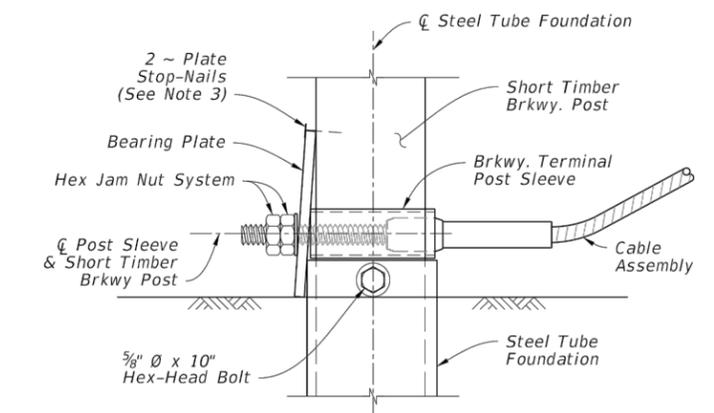
ELEVATION



SECTION



SOIL PLATE



POST & CABLE MOUNT ASSEMBLY

NOTES:

- INSTALLATION: Use components as shown on Sheets 9 & 11.
- MATERIALS: Use steel plates, channels, and Cable Assemblies in accordance with Specification 967. Use Short Timber Breakaway Posts and Steel Tube Foundations in accordance with Specification 536. Use Hex Nuts, Hex Jam Nuts, and Washers in accordance with the AASHTO-AGC-ARTBA Guide to Standardized Barrier Hardware with English unit equivalents of components FNx24a and FWC24a, respectively. Two Hex Nuts may be used for the Hex Jam Nut System.
- PLATE STOP-NAILS: To prevent rotation of the Bearing Plate, drive steel 2 1/2 inch Type 8d nails with ASTM A153 hot-dip galvanization.
- CABLE ANCHOR PLATE ASSEMBLY INSTALLATION: Mount to the pre-fabricated Cable Anchor Plate Bolt Holes in the W-Beam Panel, as shown on Sheet 4. These panel holes are only permitted for this Cable Anchor Plate Assembly application.
- SOIL PLATE BOLT HOLE(S): For Trailing Anchorage installations as shown on Sheet 9, the two bolt holes shown may be substituted with a single bolt hole located at the tube centerline.

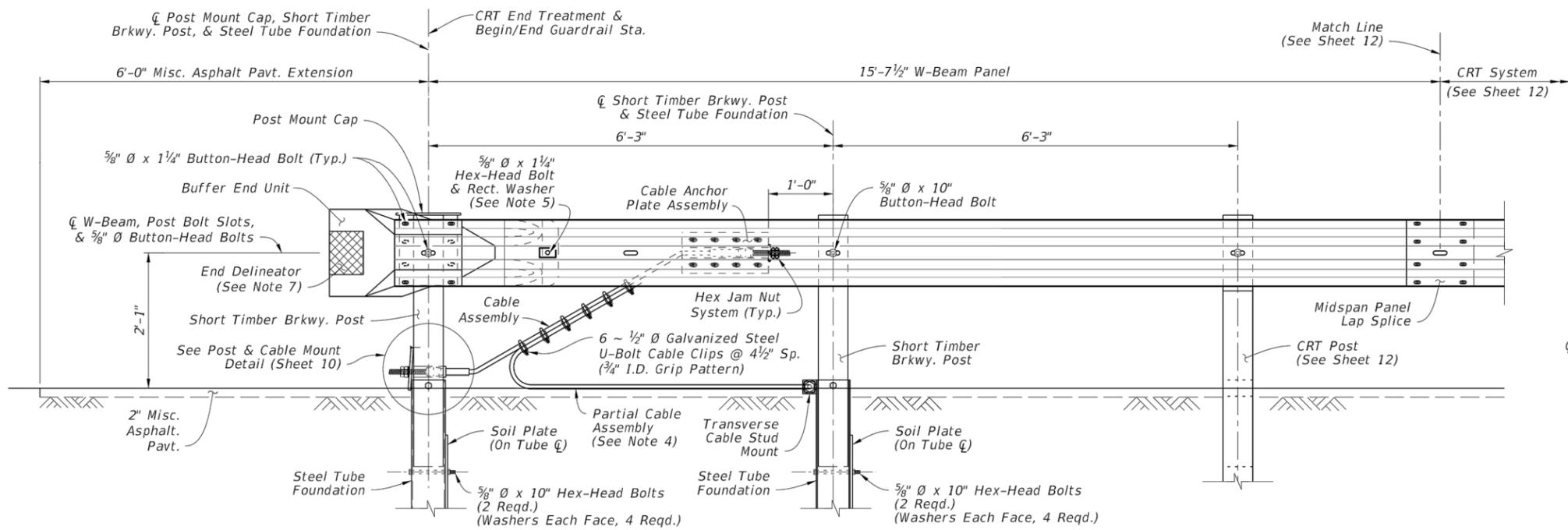
END TREATMENT - COMPONENT DETAILS

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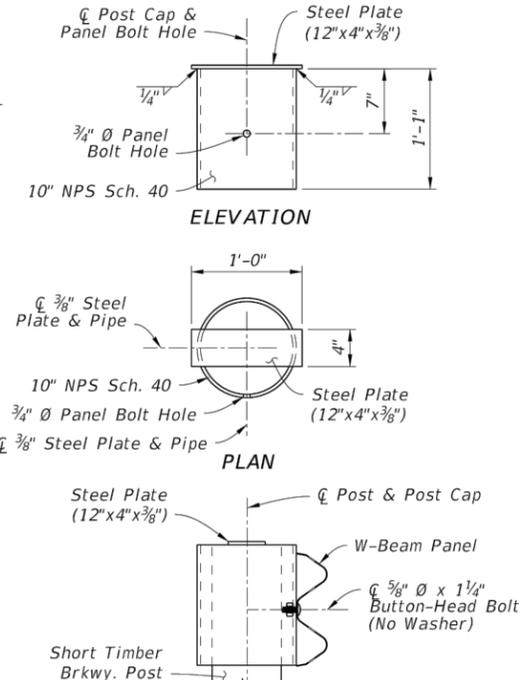
LAST REVISION 11/01/23	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	GUARDRAIL	INDEX 536-001	SHEET 10 of 25
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REVISED	NO.	BY	DATE	DESCRIPTION	DESIGN	INITIALS	DATE	PREPARED FOR:	 City Of Arcadia P.O. Drawer 1000 Arcadia, Florida, 34265 (863) 494-4114	 George F. Young, Inc. 525 OLYMPIA AVENUE, SUITE 5 PUNTA GORDA, FLORIDA 33950 PHONE (352) 378-1444 WWW.GEORGEFYOUNG.COM ENGINEERING CERTIFICATE OF AUTHORIZATION NUMBER 21 CML, TRANSPORTATION, SUBSURFACE & STRUCTURAL ENGINEERING ECOLOGICAL   GIS   PLANNING   SURVEYING ST. PETERSBURG • LAKEWOOD RANCH • TAMPA • GAINESVILLE • LAKE WALES • PUNTA GORDA	No. DATE	Arcadia Stormwater and Flood Control Special Details INCLUDES PORTIONS OF: SECTIONS 25, 26, 31, 36, TOWNSHIP 37S., RANGE 24, 25E.	JOB NO. 21Y01018LC
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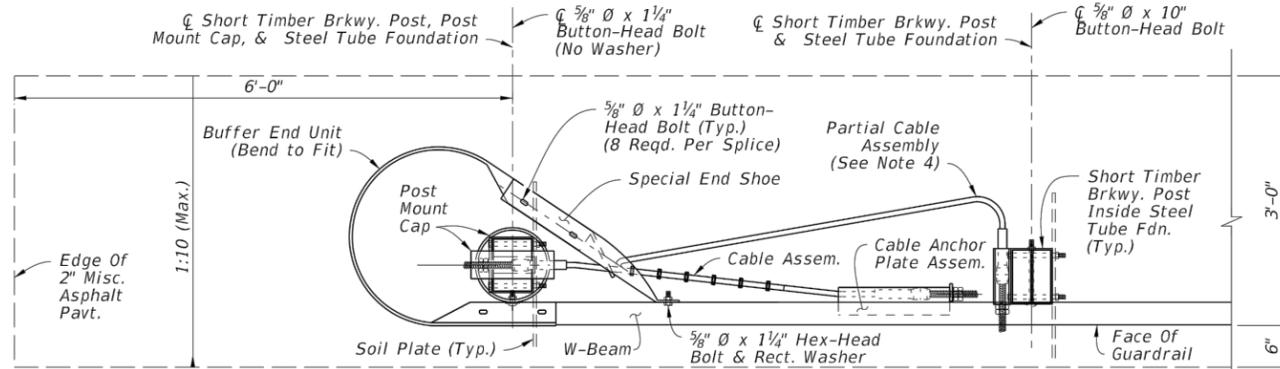


INSTALLED ELEVATION



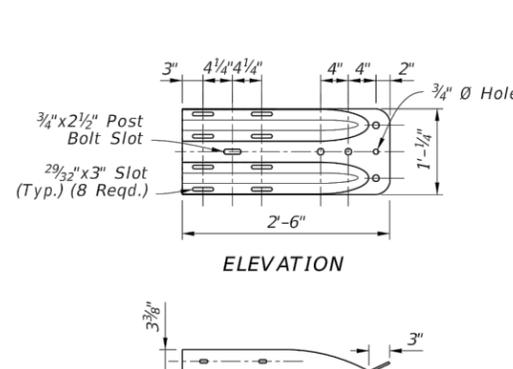
INSTALLED SECTION

POST MOUNT CAP



INSTALLED PLAN

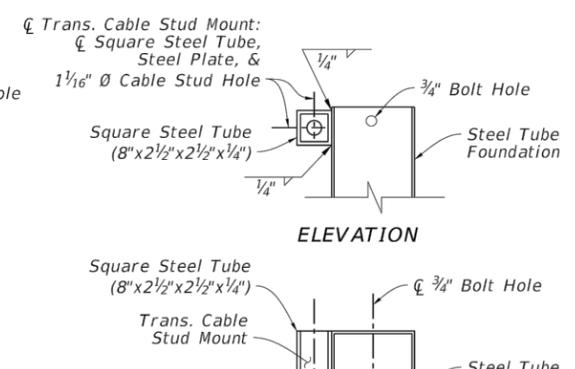
CRT END TREATMENT ASSEMBLY



ELEVATION

PLAN

SPECIAL END SHOE



ELEVATION

PLAN

TRANSVERSE CABLE STUD MOUNT

END TREATMENT - CONTROLLED RELEASE TERMINAL (CRT) SYSTEM

NOTES:

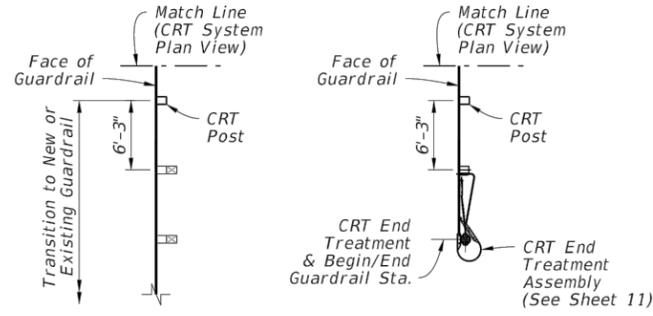
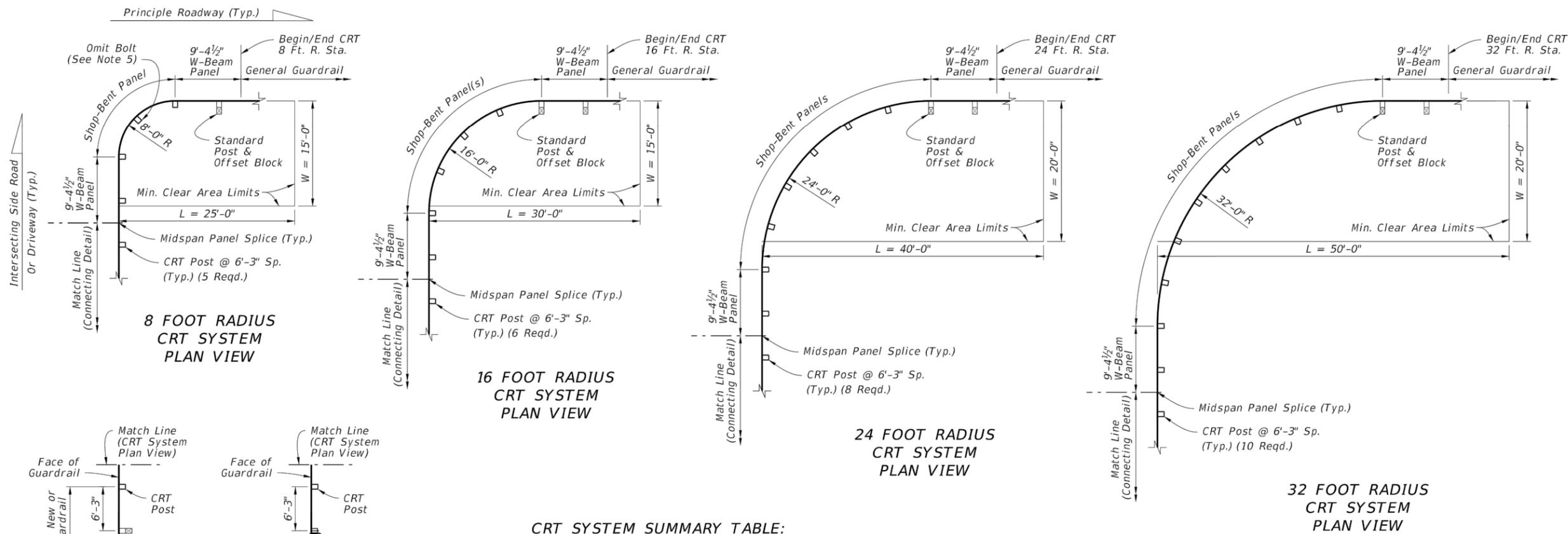
1. INSTALLATION: Use with CRT Systems as required on Sheet 12.
2. COMPONENT DETAILS: For additional component details, See Sheet 10 & 12. For the Rectangular Washer detail, see Sheet 25.
3. MATERIALS: Use steel End Shoes, Plates, Tubes, and pipes in accordance with Specification 967.
4. PARTIAL CABLE ASSEMBLY: The Partial Cable Assembly is similar to the Cable Assembly defined on Sheet 10, except with a 9'-0" total length and the Swage Fitting and Cable Stud omitted from one end.  
Feed the Cable Stud through the Cable Stud Hole of the Transverse Cable Stud Mount as shown, and secure it with the Hex Jam Nut System as defined on Sheet 10.
5. SPECIAL END SHOE MOUNT: Punch a 3/4" Ø hole in the W-Beam Panel as needed to secure the Special End Shoe with the 5/8" Ø Hex-Head Bolt. Galvanize hole per Specification 562.
6. FOUNDATIONS: Install Steel Tubes with attached Soil Plates by either of the following methods:
  - a. Excavate, backfill, and compact material to provide full passive soil resistance to all surfaces of the tube and soil plate.
  - b. Drive the steel tube and soil plate as a single unit using a dummy timber post to prevent damage to the breakaway post.
7. END DELINEATOR: Mount retroreflective sheeting to the approach face of the Buffer End Unit in accordance with Specifications 536 and 967.

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NO.	BY	DATE	DESCRIPTION	DESIGN	INITIALS	DATE	PREPARED FOR:	 <b>FY 2025-26</b> <b>STANDARD PLANS</b>	<b>GUARDRAIL</b>	INDEX	SHEET
REVISION	REVISION	REVISION	REVISION	REVISION	REVISION	REVISION	City Of Arcadia P.O. Drawer 1000 Arcadia, Florida, 34265 (863) 494-4114			 <b>George F. Young, Inc.</b> 525 OLYMPIA AVENUE, SUITE 5 PUNTA GORDA, FLORIDA 33950 PHONE (352) 378-1444 WWW.GEORGEFYOUNG.COM ENGINEERING CERTIFICATE OF AUTHORIZATION NUMBER 21 CML, TRANSPORTATION, SUBSURFACE & STRUCTURAL ENGINEERING ECOLOGY   GIS   PLANNING   SURVEYING ST. PETERSBURG • LAKEWOOD RANCH • TAMPA • GAINESVILLE • LAKE WALES • PUNTA GORDA	536-001

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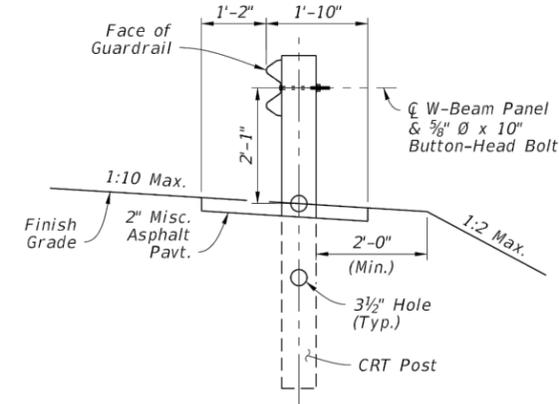
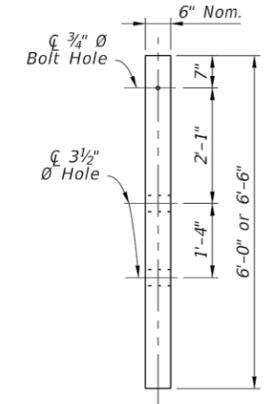
**CRT SYSTEM SUMMARY TABLE:**

RETURN RADIUS (FT.)	LENGTH OF SHOP-BENT PANEL(S) (FT.)	QUANTITY OF CRT POSTS	AREA CLEAR OF HAZARDS 'L' x 'W' (FT.)
8	12.5	5	25 x 15
16	25.0	6	30 x 15
24	37.5	8	40 x 20
32	50.0	10	50 x 20

**CONNECTING DETAIL**

**NOTES:**

- INSTALLATION:** Construct the specified radius layout and Connecting Detail option as shown in the plans.
- MIN. CLEAR AREA:** Keep the area behind the CRT free of fixed objects and aboveground hazards within the Min. Clear Area limits shown. Maintain a slope not steeper than 1:10 for a minimum 2' behind the posts, and maintain a slope not steeper than 1:2 beyond 2' from the posts.
- APPROACH GRADING:** Maintain grading on the roadway side of the guardrail face at a maximum slope of 1:10.
- MATERIALS:** For CRT Posts, use Timber Post material in accordance with Specification 967. Use steel panels and hardware in accordance with Specification 967.
- BOLT OMISSION:** For the 8 Foot Radius CRT System only, do not place a panel-to-post mount bolt at the center CRT Post (omit the 5/8" Button-Head Bolt only at the location shown).
- SHOP-BENT PANELS:** Install Shop-Bent panel(s) where indicated using 12'-0" or 25'-0" W-Beam Panels. Splice at post locations within the CRT radius using the General configuration of 5/8" Ø Button-Head Bolts (8 reqd. per splice).
- GENERAL GUARDRAIL:** General Guardrail typically includes Panels and Post Spacing as shown on Sheet 2, including parallel and tapered segments. Approach Transitions, Low-Speed Guardrail, or Reduced Post Spacing Guardrail segments may be substituted for the General Guardrail shown herein if indicated in the plans.



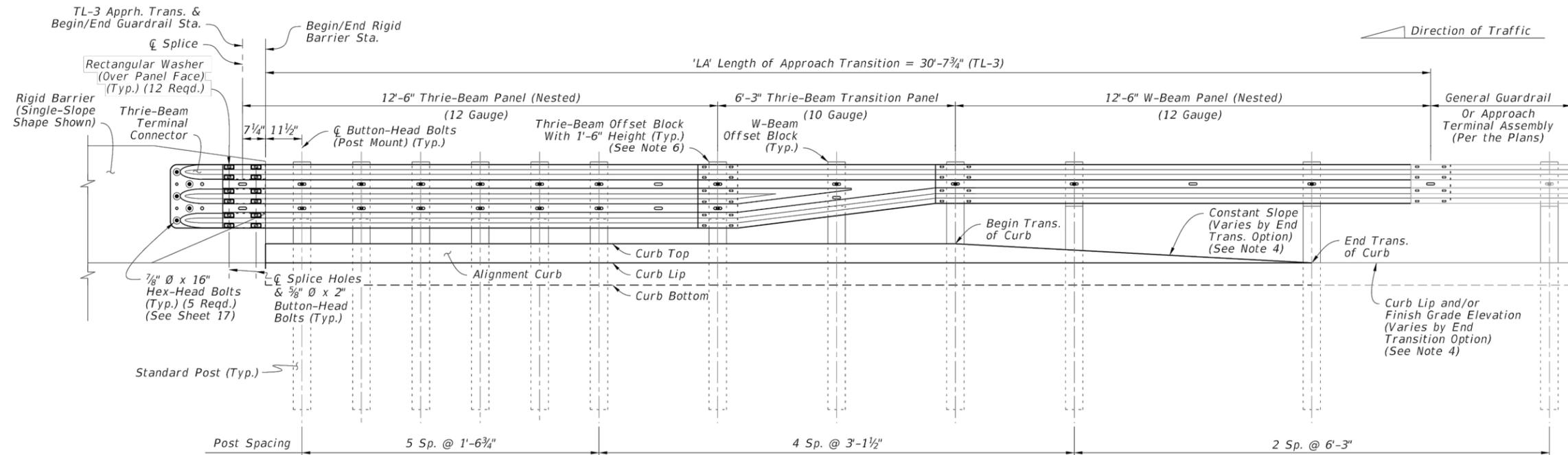
**LAYOUT FOR CONTROLLED RELEASE TERMINAL (CRT) SYSTEMS - SIDE ROADS AND DRIVEWAYS**

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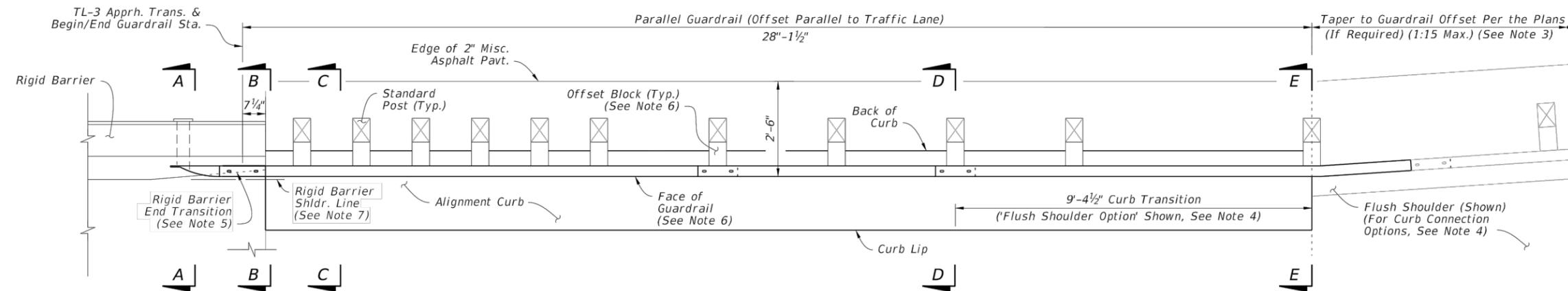
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	DRAWN	PCS			P.O. Drawer 1000					
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TL-3 APPROACH TRANSITION  
INSTALLED ELEVATION



TL-3 APPROACH TRANSITION  
INSTALLED PLAN

NOTES:

- INSTALLATION:** Construct the Approach Transition segment where indicated in the plans. For example Layouts showing the Approach Transition's fit among other guardrail segments, see Sheet 19.  
For existing bridge connection options, see Indexes 536-002, 521-404, and 521-405.
- SECTION VIEWS & DETAILS:** For cross sections and details, including the barrier mounting hardware, curb transition, adjacent grading, and installation dimensions, see Sheet 17.
- GUARDRAIL TAPER:** The connecting guardrail may require a different lateral offset if shown in the plans. At the location shown herein, taper the guardrail to the connecting guardrail offset. If the adjacent guardrail segment has the same offset as the Approach Transition segment, then no taper is required.
- END TRANSITION OF CURB OPTIONS:** The Plan and Elevation views depict an example Curb Transition to Flush Shoulder from Section D-D to E-E, but this transition may require a different shape depending on the End Transition option shown in the plans (Either a 'Shoulder Gutter Option', 'Raised Curb Option', or 'Flush Shoulder Option'). See Sheet 14 for additional curb options and Sheet 17 for curb shape details.
- RIGID BARRIER END TRANSITION:** Taper the Rigid Barrier toe as shown. See Concrete Barrier, Index 521-001, and Traffic Railing, Indexes 521-422 and 521-428, for details.
- OFFSET BLOCKS:** For Thrie-Beam post locations within the Length of Approach Transition segment, use the Timber Offset Blocks with 1'-6" height shown on Sheet 5.  
For the midspan of the Thrie-Beam Transition Panel and for all other W-Beam locations shown herein, use the W-Beam Offset Blocks with 1'-2" height.
- OFFSET:** The required offset difference between the Face of Guardrail and Rigid Barrier Shoulder Line is considered negligible and may not be shown in the guardrail offset callouts in the plans. A consistent guardrail offset deviation of up to 4 inches outside of the Rigid Barrier Shoulder Line is permitted over the length 'LA'.
- GENERAL GUARDRAIL:** General Guardrail typically includes Panels and Post Spacing as shown on Sheet 2, including parallel and tapered segments. Approach Terminals, Low-Speed Guardrail, or Reduced Post Spacing Guardrail segments may be substituted for the General Guardrail shown herein if indicated in the plans.

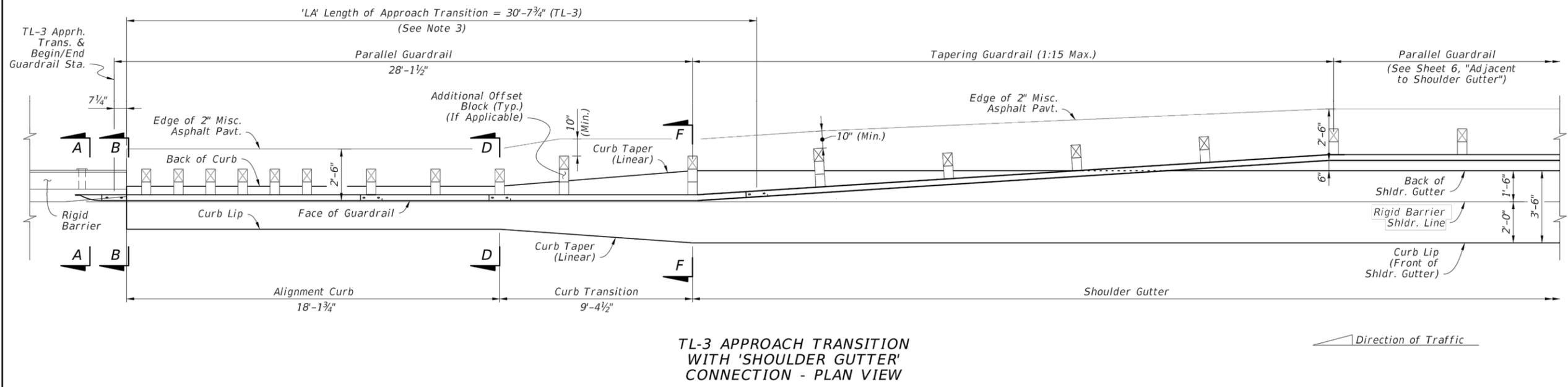
APPROACH TRANSITION CONNECTION  
TO RIGID BARRIER - GENERAL, TL-3

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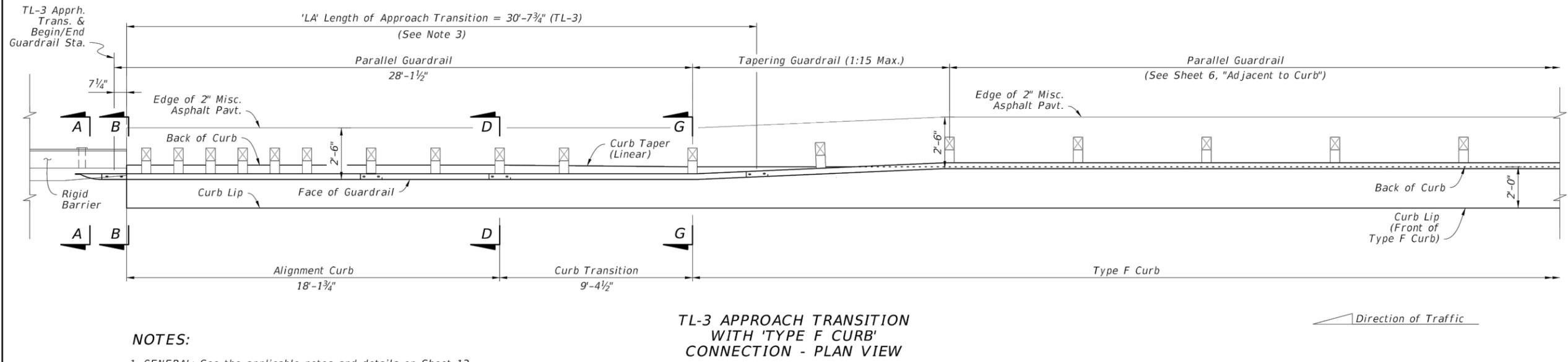
LAST REVISION 11/01/23	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	GUARDRAIL	INDEX 536-001	SHEET 13 of 25
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TL-3 APPROACH TRANSITION WITH 'SHOULDER GUTTER' CONNECTION - PLAN VIEW



TL-3 APPROACH TRANSITION WITH 'TYPE F CURB' CONNECTION - PLAN VIEW

- NOTES:**
1. GENERAL: See the applicable notes and details on Sheet 13.
  2. SECTION VIEWS & DETAILS: For cross sections and details, including the barrier mounting hardware, curb transition, adjacent grading, and installation dimensions, see Sheet 17.
  3. ELEVATION VIEW: For post and panel installation details within 'LA', see the elevation view on Sheet 13. The curb details will differ depending on curb option required.

APPROACH TRANSITION CONNECTION TO RIGID BARRIER - GENERAL, TL-3 CURB CONNECTIONS

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ENGINEERING CERTIFICATE OF AUTHORIZATION NUMBER 21  
CML, TRANSPORTATION, SUBSURFACE & STRUCTURAL ENGINEERING  
ECOLOGY | GIS | PLANNING | SURVEYING  
ST. PETERSBURG • LAKEWOOD RANCH • TAMPA • GAINESVILLE • LAKE WALES • PUNTA GORDA

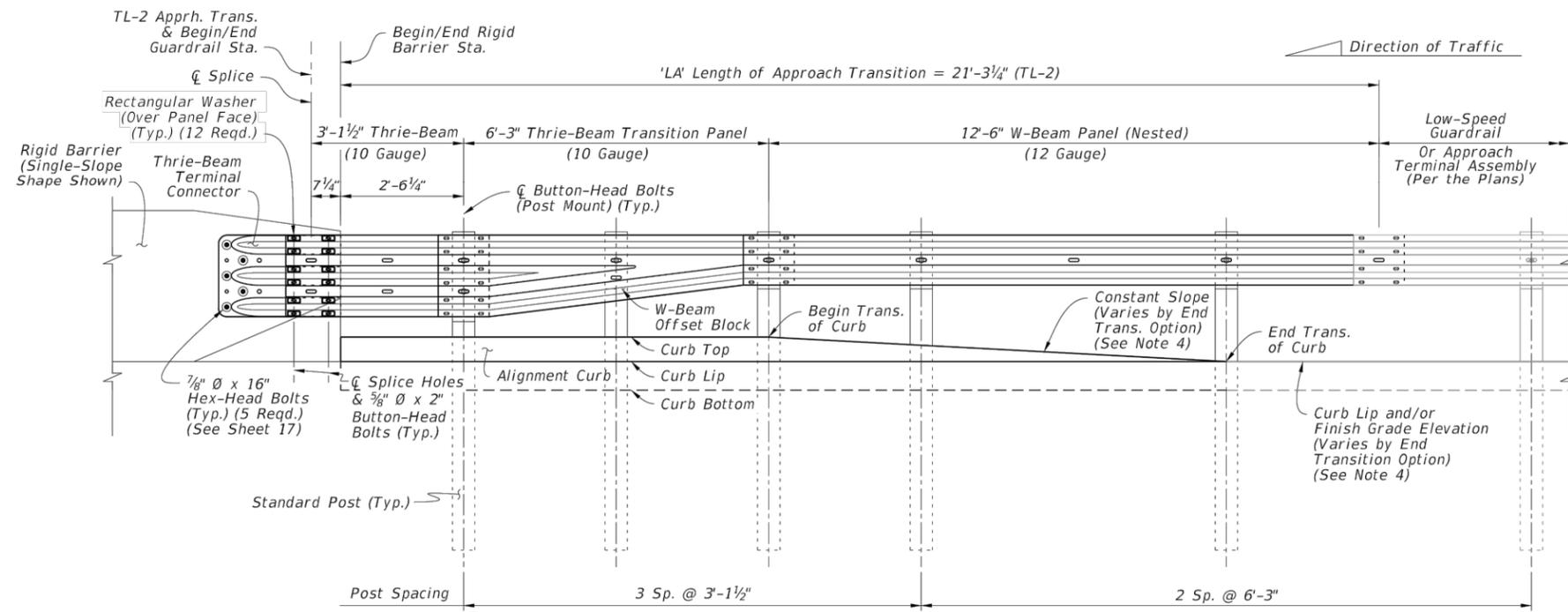
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Special Details  
INCLUDES PORTIONS OF:  
SECTIONS 25, 26, 31, 36, TOWNSHIP 37S., RANGE 24, 25E.

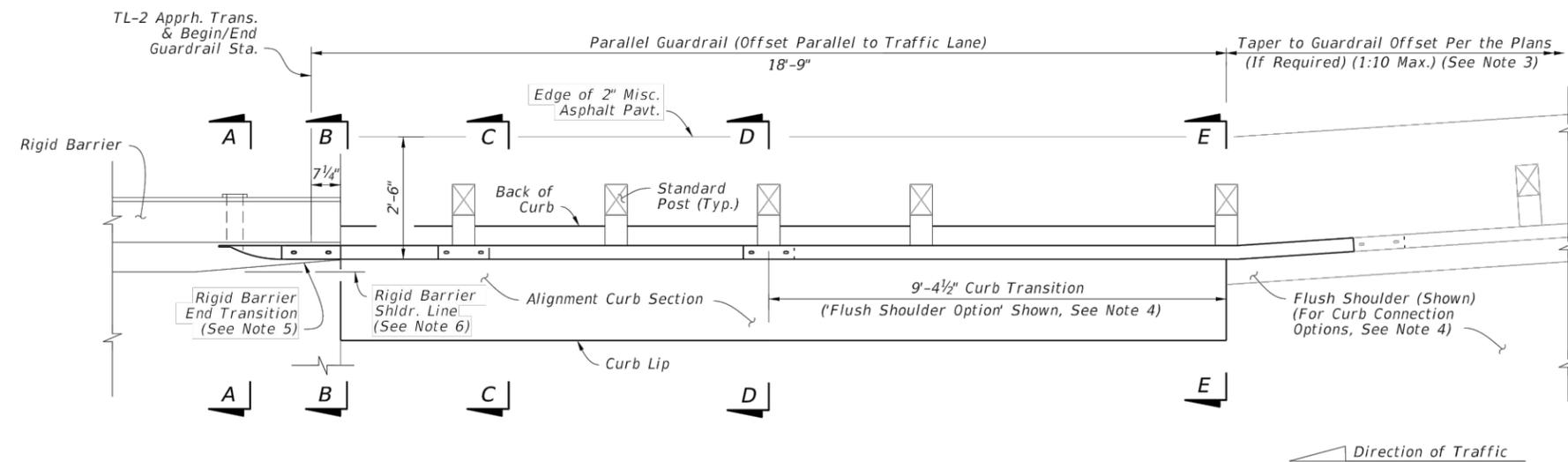
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TL-2 APPROACH TRANSITION  
INSTALLED ELEVATION



TL-2 APPROACH TRANSITION  
INSTALLED PLAN

NOTES:

1. **INSTALLATION:** Construct the Approach Transition segment where indicated in the plans. For example Layouts showing the Approach Transition's fit among other guardrail segments, see Sheet 19.  
For existing bridge connection options, see Indexes 536-002, 521-404, and 521-405.
2. **SECTION VIEWS & DETAILS:** For cross sections and details, including the barrier mounting hardware, curb transition, adjacent grading, and installation dimensions, see Sheet 17.
3. **GUARDRAIL TAPER:** The connecting guardrail may require a different lateral offset if shown in the plans. At the location indicated herein, taper the guardrail to the connecting guardrail offset. If the adjacent guardrail segment has the same offset as the Approach Transition segment, then no taper is required.
4. **END TRANSITION OF CURB OPTIONS:** The Plan and Elevation views depict an example Curb Transition to Flush Shoulder from Section D-D to E-E, but this transition may require a different shape depending on the End Transition option shown in the plans (Either a 'Shoulder Gutter Option', 'Raised Curb Option', or 'Flush Shoulder Option'). See Sheet 16 for additional curb options and Sheet 17 for curb shape details.
5. **RIGID BARRIER END TRANSITION:** Taper the Rigid Barrier toe as shown. See Concrete Barrier, Index 521-001, and Traffic Railing, Indexes 521-422 and 521-428, for details.
6. **OFFSET:** The required offset difference between the Face of Guardrail and Rigid Barrier Shoulder Line is considered negligible and may not be shown in the guardrail offset callouts in the plans. A consistent guardrail offset deviation of up to 4 inches outside of the Rigid Barrier Shoulder Line is permitted over the length 'LA'.
7. **GENERAL GUARDRAIL:** General Guardrail typically includes Panels and Post Spacing as shown on Sheet 2, including parallel and tapered segments. Approach Terminals, Low-Speed Guardrail, or Reduced Post Spacing Guardrail segments may be substituted for the General Guardrail shown herein if indicated in the plans.

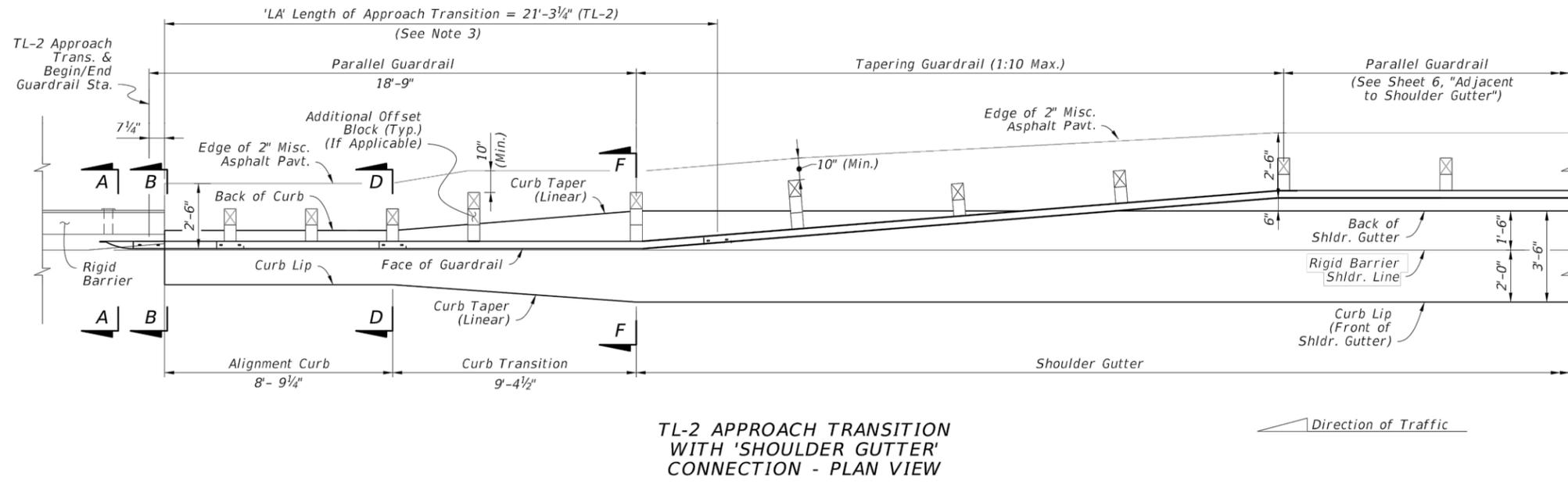
APPROACH TRANSITION CONNECTION TO RIGID BARRIER - LOW-SPEED, TL-2

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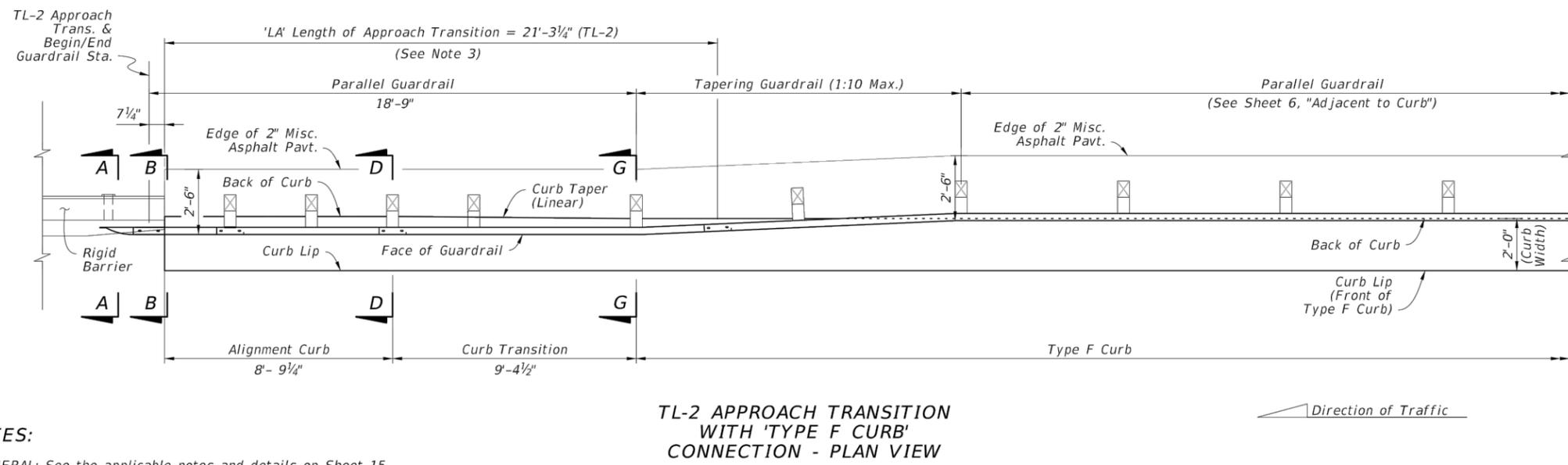
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TL-2 APPROACH TRANSITION WITH 'SHOULDER GUTTER' CONNECTION - PLAN VIEW



TL-2 APPROACH TRANSITION WITH 'TYPE F CURB' CONNECTION - PLAN VIEW

- NOTES:**
1. GENERAL: See the applicable notes and details on Sheet 15.
  2. SECTION VIEWS & DETAILS: For cross sections and details, including the barrier mounting hardware, curb transition, adjacent grading, and installation dimensions, see Sheet 17.
  3. ELEVATION VIEW: For post and panel installation details within 'LA', see the elevation view on Sheet 15. The curb details will differ depending on curb option required.

APPROACH TRANSITION CONNECTION TO RIGID BARRIER - LOW-SPEED, TL-2 CURB CONNECTIONS

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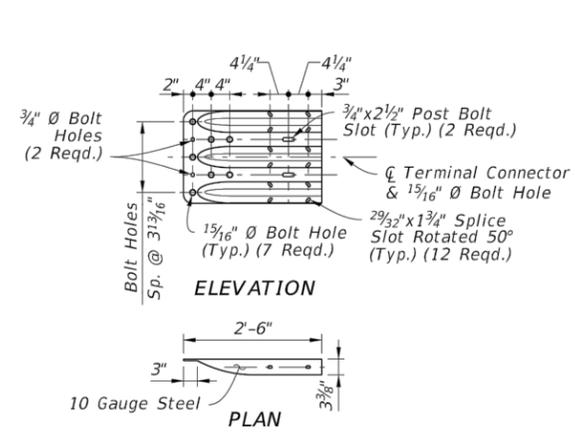
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Special Details  
INCLUDES PORTIONS OF:  
SECTIONS 25, 26, 31, 36, TOWNSHIP 37S., RANGE 24, 25E.

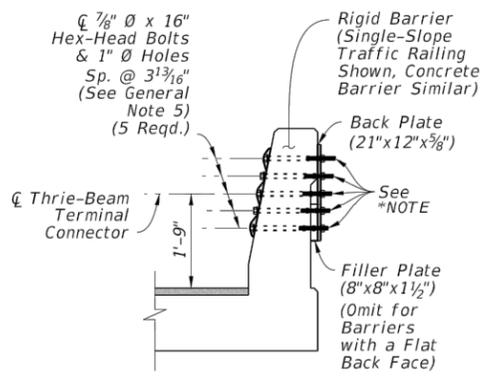
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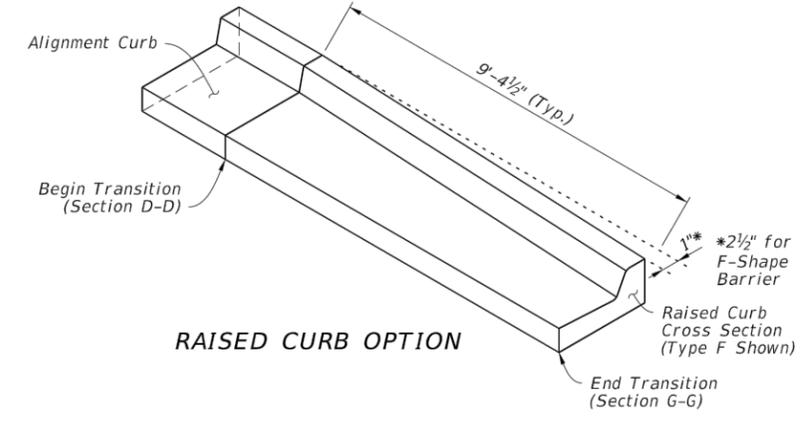
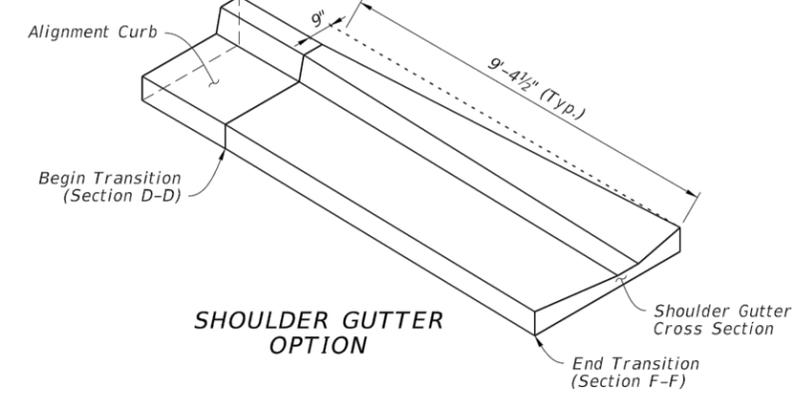
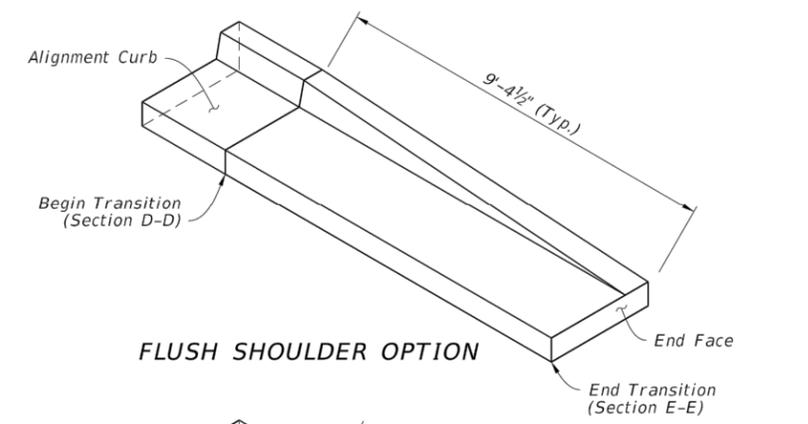
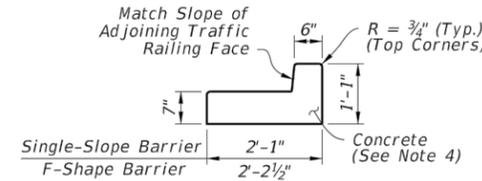
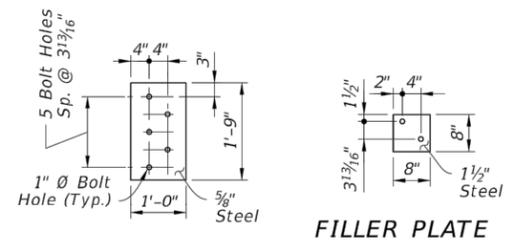


**THRIE-BEAM TERMINAL CONNECTOR DETAIL**



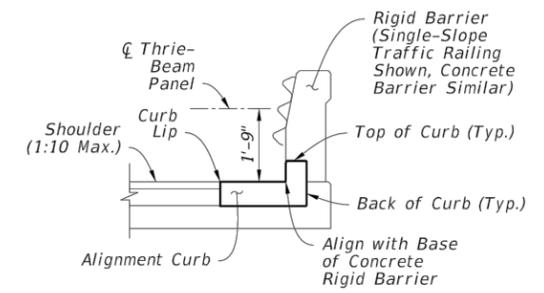
**SECTION A-A RIGID BARRIER TERMINAL CONNECTOR MOUNT**

\*NOTE: For locations within 4'-0" of a sidewalk or shared use path, trim bolts down to within 1/4" of tightend nut. Deform exposed threads. File down sharp edges and burrs.

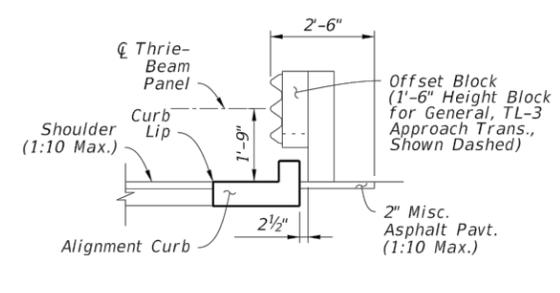


**CURB TRANSITION ISOMETRIC VIEWS**

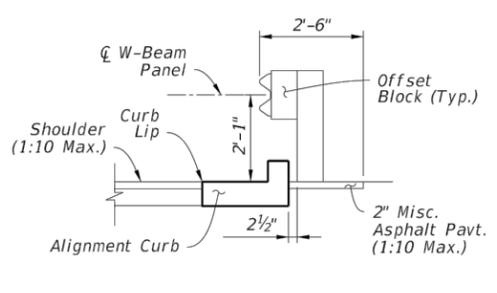
- NOTES:**
1. PLAN AND ELEVATION VIEWS: Work with Sheets 13 thru 16.
  2. END TRANSITION OF CURB OPTION: Install one of the three End Transition types shown per Section E-E as indicated by the plans.
  3. GRADING BEHIND POSTS: Place Slope Break a Min. 2'-0" behind the post, per Sheet 6.
  4. MATERIALS & CONSTRUCTION: Construct the concrete Aligning Curb and Curb transition in accordance with Specification 520. Use steel Plates and Thrie-Beam Terminal Connectors in accordance with Specification 967.



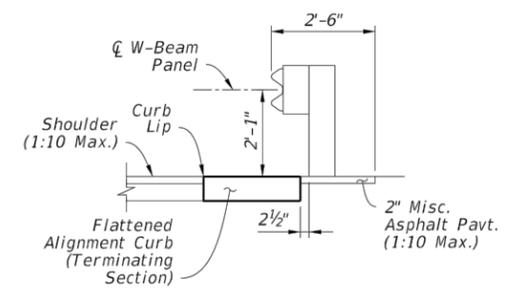
**SECTION B-B BEGIN ALIGNMENT CURB (Mate to Rigid Barrier)**



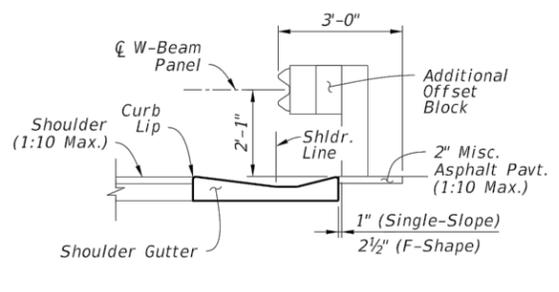
**SECTION C-C ALIGNMENT CURB (Intermediate)**



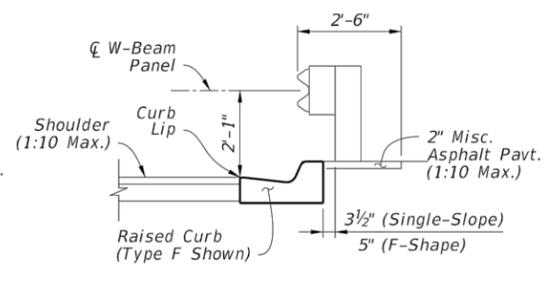
**SECTION D-D BEGIN TRANSITION (End Alignment Curb)**



**SECTION E-E END TRANSITION FLUSH SHOULDER OPTION**



**SECTION F-F END TRANSITION SHOULDER GUTTER OPTION**



**SECTION G-G END TRANSITION RAISED CURB OPTION**

**CURB TYPICAL SECTIONS**

**APPROACH TRANSITION CONNECTION - DETAILS**

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	LAST REVISION	11/01/23	

**FDOT** FY 2025-26 STANDARD PLANS

**GUARDRAIL**

INDEX	SHEET
536-001	17 of 25

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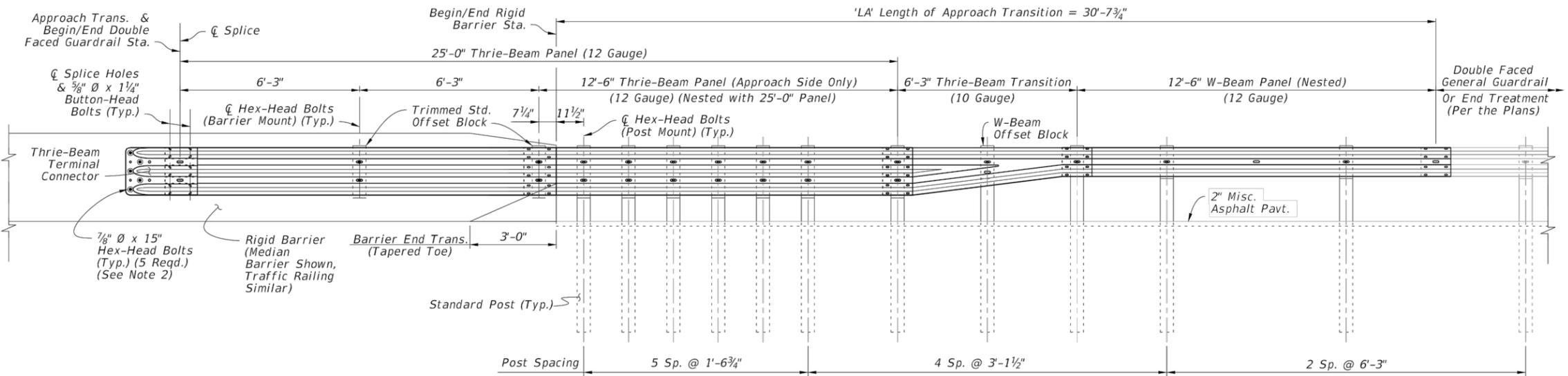
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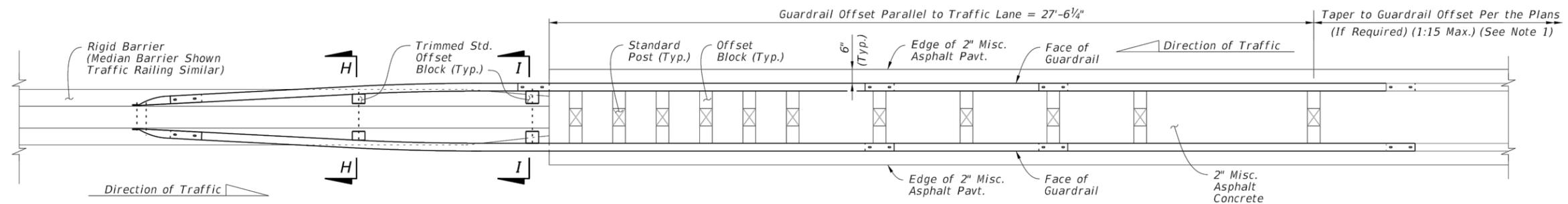
**Arcadia Stormwater and Flood Control**  
Special Details

INCLUDES PORTIONS OF:  
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JOB NO. 21Y01018LC
SHEET NO. SD58



TL-3 DOUBLE FACED APPROACH TRANSITION  
INSTALLED ELEVATION



TL-3 DOUBLE FACED APPROACH TRANSITION  
INSTALLED PLAN

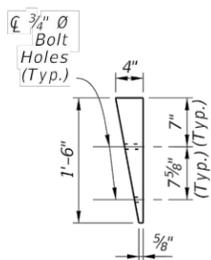
**NOTES:**

1. **INSTALLATION:** Construct the Approach Transition segment where indicated in the plans. The required offset of the connecting adjacent guardrail is shown in the plans.

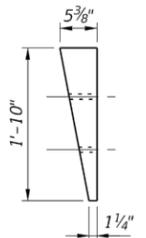
The Layout given on Sheet 20 provides a basic scheme for connections to adjacent guardrail, where a taper to a differing guardrail offset may be required. If the adjacent guardrail has the same offset as the Approach Transition segment, then no taper is required.

2. **THRIE-BEAM TERMINAL CONNECTOR:** See Sheet 17 for Details. The installed bolt's threaded portion is not permitted to extend beyond 3#4" from the face of the nut; trim the threaded portion as needed and galvanize in accordance with Specification 562.

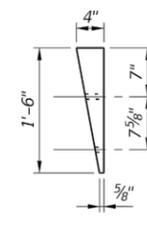
3. **GENERAL GUARDRAIL:** General Guardrail typically includes Panels and Post Spacing as shown on Sheet 2, including parallel and tapered segments. End Treatments or Reduced Post Spacing Guardrail segments may be substituted for the General Guardrail shown herein if indicated in the plans.



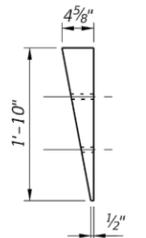
TYPE H-H SECTION



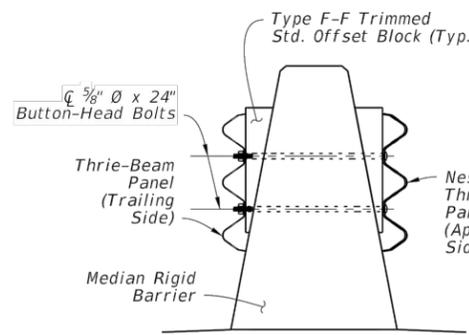
TYPE I-I SECTION



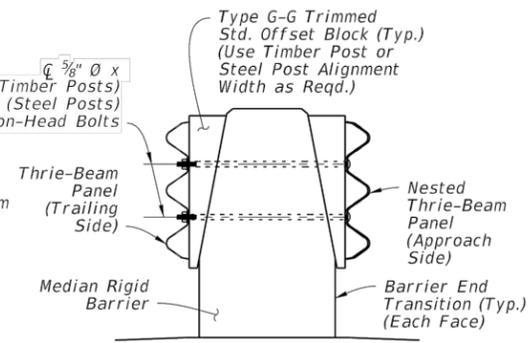
TYPE H-H SECTION



TYPE I-I SECTION



SECTION H-H



SECTION I-I

— TRIMMED STD. OFFSET BLOCKS —      — TRIMMED STD. OFFSET BLOCKS —  
TIMBER POST ALIGNMENT WIDTH      STEEL POST ALIGNMENT WIDTH

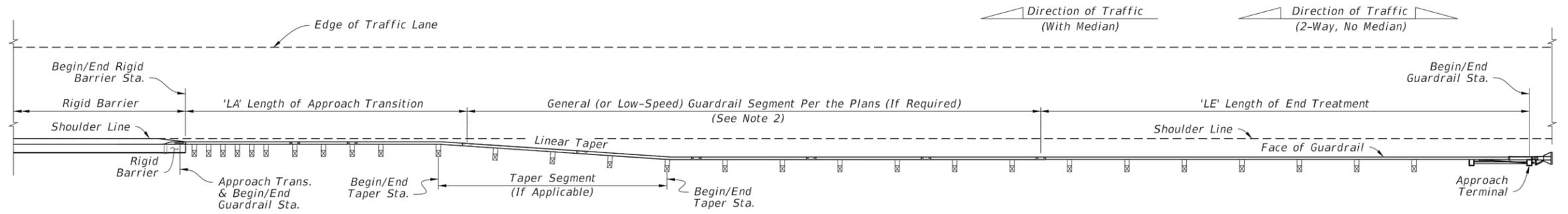
APPROACH TRANSITION CONNECTION TO RIGID BARRIER WITH DOUBLE FACED GUARDRAIL

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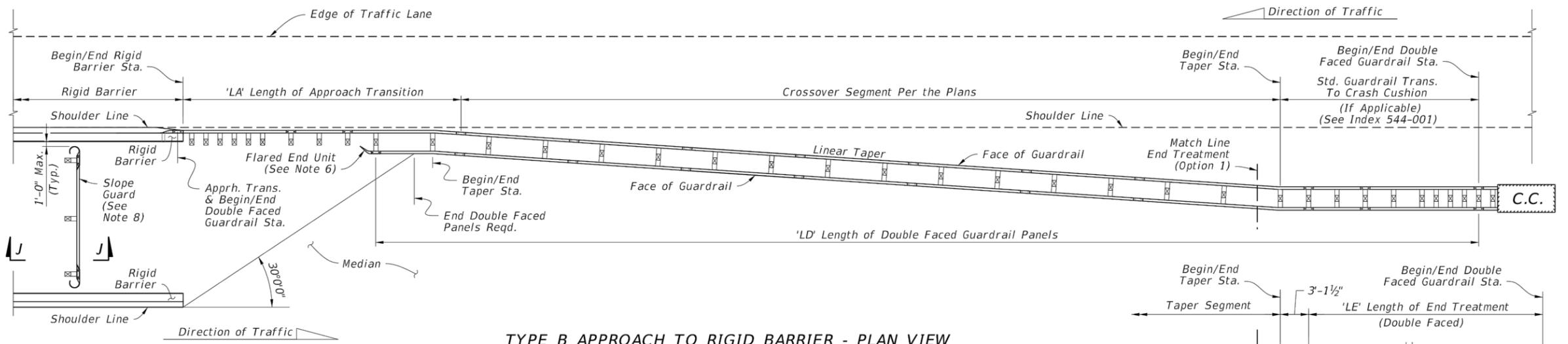
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							SHEET NO. SD59					

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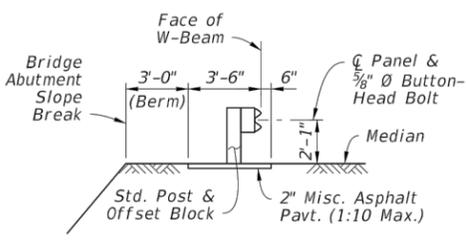
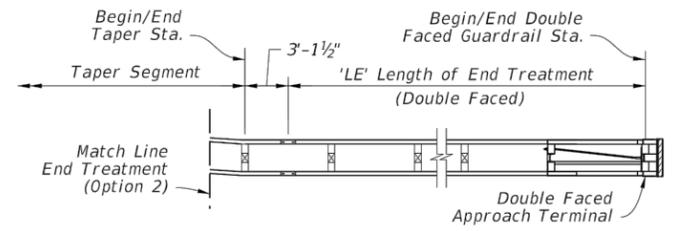
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**TYPE A APPROACH TO RIGID BARRIER - PLAN VIEW  
MEDIAN OR OUTSIDE SHOULDERS  
(Mirror Horiz. and/or Vert. for Opposite  
Direction and/or Side of Road)**



**TYPE B APPROACH TO RIGID BARRIER - PLAN VIEW  
CROSSOVER GUARDRAIL FOR MEDIAN SHOULDERS ONLY  
DUAL BRIDGE APPROACH CONFIGURATION  
(Mirror Horiz. and Vert. for Opposite Direction)**



**SECTION J-J  
BRIDGE ABUTMENT  
SLOPE GUARD  
(Between Bridges)**

**NOTES:**

- INSTALLATION:** The Plan Views shown are schematic only, showing example geometry for connecting guardrail segments including taper locations and Double Faced Guardrail requirements as applicable. Work this Sheet with the plans, where stationing and offsets for Begin/End Guardrail, Begin/End Rigid Barrier, and Begin/End Taper are specified. For existing bridge layouts, see Index 536-002, 521-404, and 521-405.
- GENERAL (OR LOW-SPEED) GUARDRAIL SEGMENT:** Construct this segment if shown in the plans. For the case where this segment's offset differs from the Approach Transition offset, linearly taper the guardrail between the Begin/End Taper Stations and offsets as specified in the plans.  
For the shortest length case of a direct connection between the End Treatment and the Approach Transition, this segment may be omitted as shown in the plans.
- LENGTH OF APPROACH TRANSITION 'LA':** Install the applicable Approach Transition as shown per Sheets 13 thru 16, where called for in the plans.
- LENGTH OF END TREATMENT 'LE':** Install the Approach Terminal End Treatment as shown per Sheet 7 or 8, where called for in the plans. Use the corresponding APL drawings for construction details.
- CROSSOVER GUARDRAIL (FOR TYPE B APPROACH):** Install the Crossover Segment tapering linearly from the Begin Taper Sta. and offset to the End Taper Sta. and offset as specified in the plans.
- LENGTH OF DOUBLE FACED GUARDRAIL PANELS, 'LD' (FOR TYPE B APPROACH):** Terminate the Double Faced Guardrail panels as shown (based upon the 30° line measured from the hazard on the opposite side of the median). Extend the panel segment longer than the dimension 'LD' as needed for the Panel's end Bolt Slot to align with a post Bolt hole.  
Install a Flared End Unit where shown, as defined on Sheet 9.
- END TREATMENT OPTIONS (FOR TYPE B & C APPROACH):** For Double Faced applications, use either a Double Faced Approach Terminal Assembly per Sheet 8 or a Crash Cushion per Index 544-001. For either Option, meet the 1:10 adjacent grading requirements for Approach Terminals as shown on Sheet 8.
- SLOPE GUARD:** Where indicated in the plans, install a Guardrail segment between bridge approaches and offset from the bridge abutment's Slope Break as shown. Install posts at the end bolt slots of the panel system. Use post spacing of either 3'-1 1/2" or 6'-3", as needed to correctly fit system between barriers. The system may also be lengthened to fit by installing two Rounded End Units as defined on Sheet 9.

**LAYOUT TO RIGID BARRIER - APPROACH ENDS**

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