SAFETY PLAN FOR BRIDGE PIERS IN CLEAR ZONE

GENERAL NOTES:

1. This standard may be used on all high-speed facilities (50 mph and above) where the distance from edge of traveled way to the pier is approximately 20 ft or less. (Semi-trailer) bridge protection.

2. This standard to be used to protect piers located in depressed medians wider than 32 feet. If other conditions exist, contact roadway designer for guidance.

3. Length of item 718-07.16 to include distance between design location and end station of bridge piers plus 10'.

4. Plan shown is for treatment on one side of median, but plan applies to structural bridge components within 32 feet of the roadway on the right side also.

5. If space is limited, non-gating attenuator may be substituted and attached to the end of the concrete barrier wall.

6. For additional grading requirements at end terminal, see S-GRT-2P or S-GRT-2R.

7. This standard to be used to protect piers located in depressed medians wider than 32 feet. If other conditions exist, contact roadway designer for guidance.

8. Limits of bridge above edge of traveled way.

9. Notes from other side of ditch line.

10. For additional details, see S-SSMB-2.

11. See S-SSMB-6 to concrete barrier, for connection.

12. See note E.

13. See note F.

14. Dimensions and notes on this side of ditch line left out for clarity. Refer to dimensions and notes from other side of ditch line.

15. See S-GRT-2P or S-GRT-2R.

16. If space is limited, non-gating attenuator may be substituted and attached to the end of the concrete barrier wall.

17. For additional grading requirements at end terminal, see S-GRT-2P or S-GRT-2R.

18. This standard to be used to protect piers located in depressed medians wider than 32 feet. If other conditions exist, contact roadway designer for guidance.

19. Length of item 718-07.16 to include distance between design location and end station of bridge piers plus 10'.

20. Plan shown is for treatment on one side of median, but plan applies to structural bridge components within 32 feet of the roadway on the right side also.

21. If space is limited, non-gating attenuator may be substituted and attached to the end of the concrete barrier wall.

22. For additional grading requirements at end terminal, see S-GRT-2P or S-GRT-2R.