


TO:  <b>SUPERSEDED BY EI 95-013 EFFECTIVE 3/7/95</b>	<h1>ENGINEERING INSTRUCTION</h1> <p>NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p>
Distribution:            30 Main Office            32 Regions            34 Special	SUBJECT: ROADSIDE BARRIERS FOR BRIDGE PIER PROTECTION  Subject Code: 7.27-1-606; 7.27-2-606
APPROVED:   R. H. EDWARDS, Facilities Design Division, Deputy Chief Engr.	Code: <u>EI 87-14</u> Date: <u>5/20/87</u> Supersedes:

We are transmitting the following new standard sheet and specification herewith:

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|-----------------------|---------------------------|
| Standard Sheet 606-25 | Pier Protection           |
| Item 606.9401         | Pier Protection (One Way) |
| Item 606.9402         | Pier Protection (Two Way) |

The new items are in the form of a proposal insert modifying Section 606 of the Standard Specifications of January 2, 1985 as amended.

Unshielded concrete bridge piers located near the edge of pavement present a potential hazard to drivers who stray from the traveled way. This hazard is especially critical on some of the older expressways where the bridge piers are often only a few feet from the edge of pavement. When shoulder widths are adequate, guide rail may be used to shield the bridge piers, but unfortunately this is not always possible and a non-yielding barrier is needed to provide adequate protection.

As a solution to this problem, the attached standards and specifications have been developed, crash tested, field evaluated, and are now being made available for statewide use. This specification and standard sheet should be used on any project where existing guide rail is being replaced or new guide rail is being provided and standard guide rail (with appropriate deflection distance to the pier) would narrow the shoulder to less than 75% of the prevailing shoulder width (edge of pavement to guide rail) on the project.

The new standard sheet and specification will become effective with the letting of September 17, 1987.