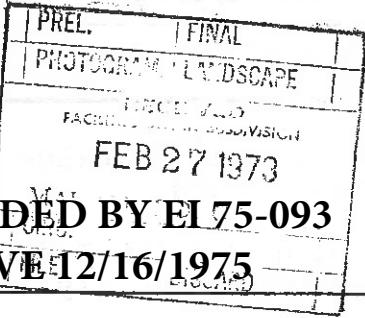

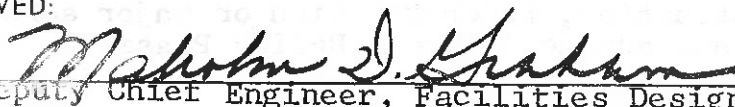


Edwards

TO:  SUPERSEDED BY EI 75-093 EFFECTIVE 12/16/1975	 ENGINEERING INSTRUCTION NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Distribution: <input type="checkbox"/> Main Office <input type="checkbox"/> Regions <input checked="" type="checkbox"/> Special	Code: <u>EI 73-11</u>
APPROVED:  Deputy Chief Engineer, Facilities Design Subdiv.	Date: <u>2/5/73</u> Supersedes: Instruction 71-48

We are submitting herewith, transparencies and prints of the subject standard sheet. This sheet supersedes Standard Sheet 71-25, transmitted by Instruction 71-48, dated August 4, 1971.

There are no changes in the overall dimensions or the outside configuration of the mall barrier from the barrier shown on Standard Sheet 71-25. The change is in the wire fabric concrete reinforcement used in the barrier. The reinforcement was formerly shown as a vertical sheet of wire fabric installed in the centerline of the barrier. The new detail shows a folded sheet of wire fabric concrete reinforcement placed in the barrier generally parallel to the surfaces of the upper portion of the barrier.

There are no changes in the specification for Item 97MB Concrete Median Barrier and it still applies.

Although our flexible, energy absorbing barriers are superior to the concrete median barriers under most conditions, from the standpoint of cost and safety to passengers we feel the use of rigid barriers is warranted where only very flat angle impacts are anticipated; and the advantages of the flexible system are outweighed by the problems associated with a high frequency of impacts such as:

1. Loss of protection during "down time".
2. High maintenance costs.
3. Increased accident potential created by maintenance vehicles occupying travel lanes.

Therefore, the policy for the use of concrete median barriers will be as follows:

Whenever guide rail or median barrier is required on a Parkway, Expressway or Freeway with a free-flow operating speed in excess of 50 m.p.h. a rigid barrier of approved type will be used if the available horizontal clearance from edge of travel lane to barrier is less than 10 feet and either of the following conditions prevail:

Subject: CONCRETE MEDIAN BARRIER STANDARD SHEET 72-25

1. The highway operates or is expected to operate below Level of Service D during average daily peak hours.
2. The highway will operate below Level of Service D during barrier maintenance operations under average daily traffic conditions.

You are advised to specify concrete median barrier in accordance with this new policy on all new construction, reconstruction or major safety improvement projects that have not advanced beyond Design Phase V (Advance Detail Plan Approval).

MDG:WEH:MAK