
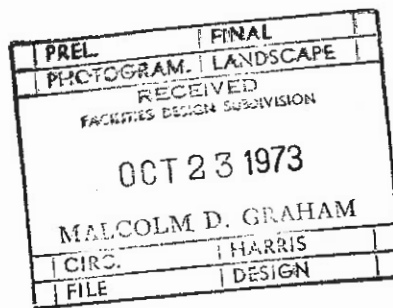


<p>TO:</p> <p>Director, Preliminary Plan Review Bureau</p> <p><b>SUPERSEDED BY EI 73-085</b> <b>EFFECTIVE 11/30/1973</b></p>	 <p><b>ENGINEERING INSTRUCTION</b> NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p>
<p>Distribution:</p> <p><input checked="" type="checkbox"/> Main Office    <input checked="" type="checkbox"/> Regions    <input type="checkbox"/> Special</p>	<p>Code: <u>73-75</u></p> <p>Date: <u>10/15/73</u></p> <p>Supersedes:</p>
<p>APPROVED:</p> <p><i>Malcolm D. Graham</i> Deputy Chief Engineer, Facilities Design Subdivision</p>	

Standard Sheet 655-8 (old no. 73-46) contains notes on the upper left hand corner concerning when to use the various bar spacings. The note for 1 3/8" bar spacing instructs that the spacing is to be used when bicycles and pedestrians are excluded or for rural conditions.

Since bicycles can be anticipated along rural projects other than freeways, the 1/2" spacing for parallel bar grates is to be used.

Standard Sheet 655-8 will be revised and issued in the near future with the note for 1 3/8" spacing reading: Use within the roadbed on highways where bicycles and pedestrians are excluded.



MDG:ADK:MB