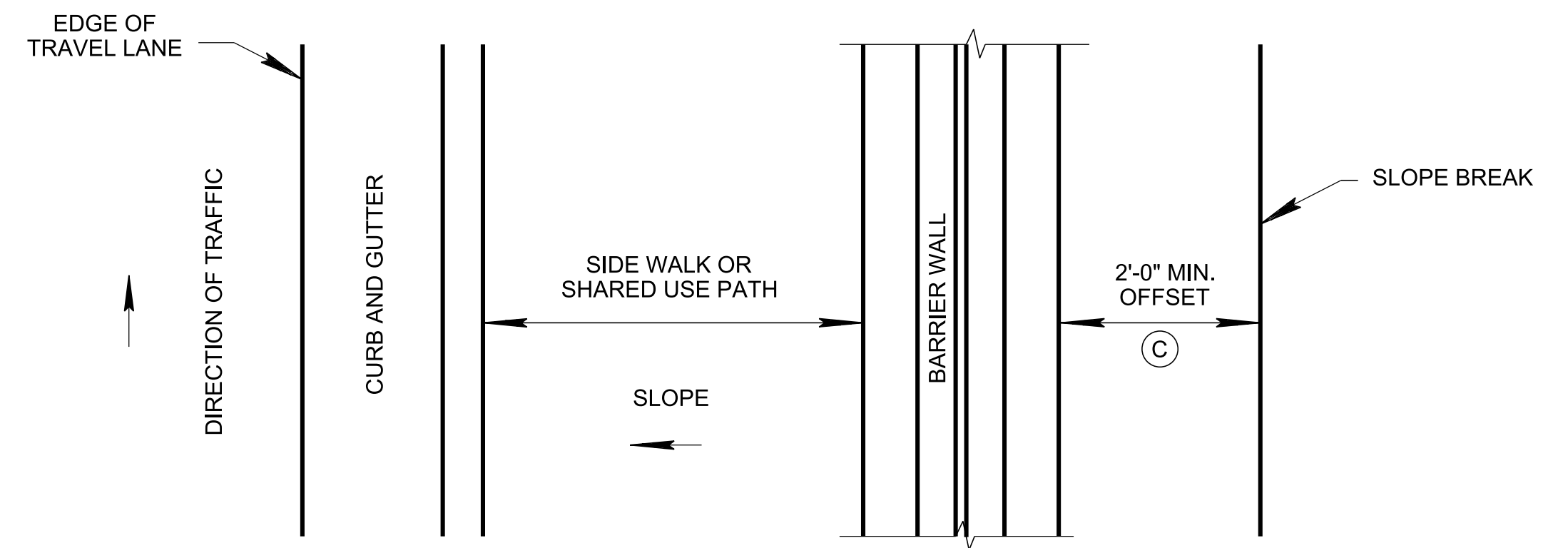
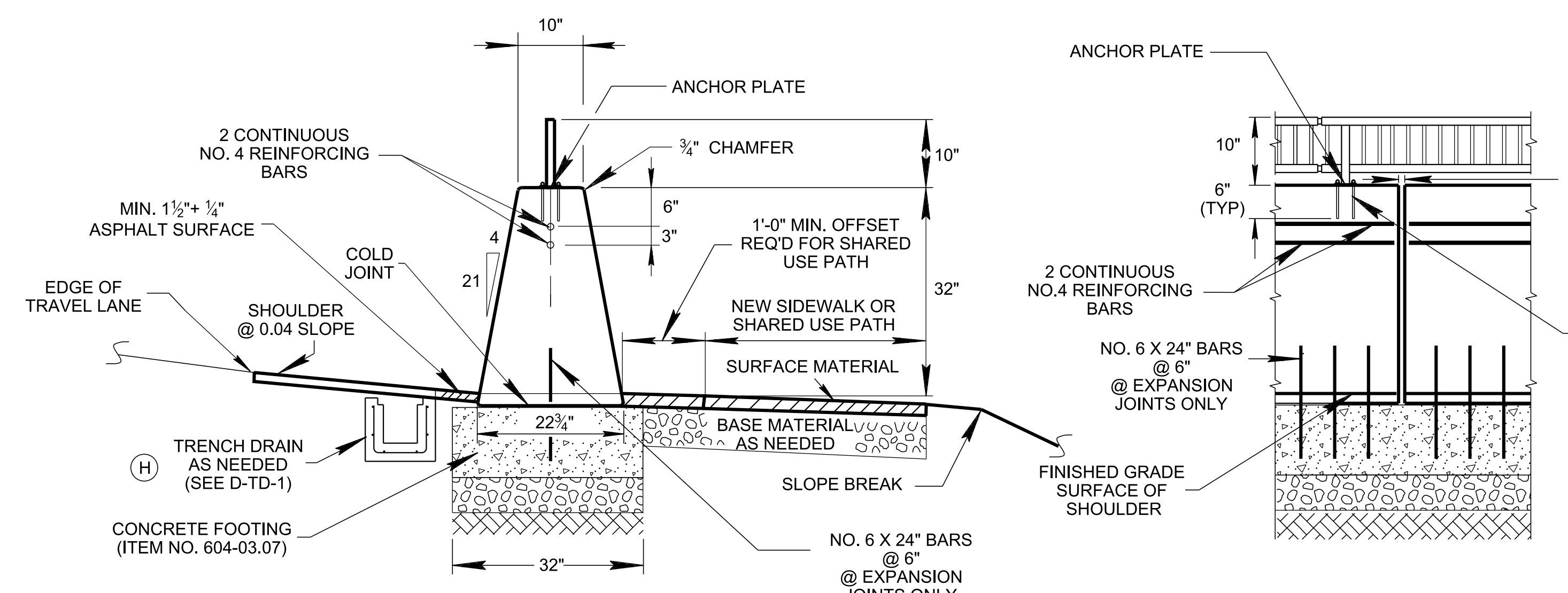


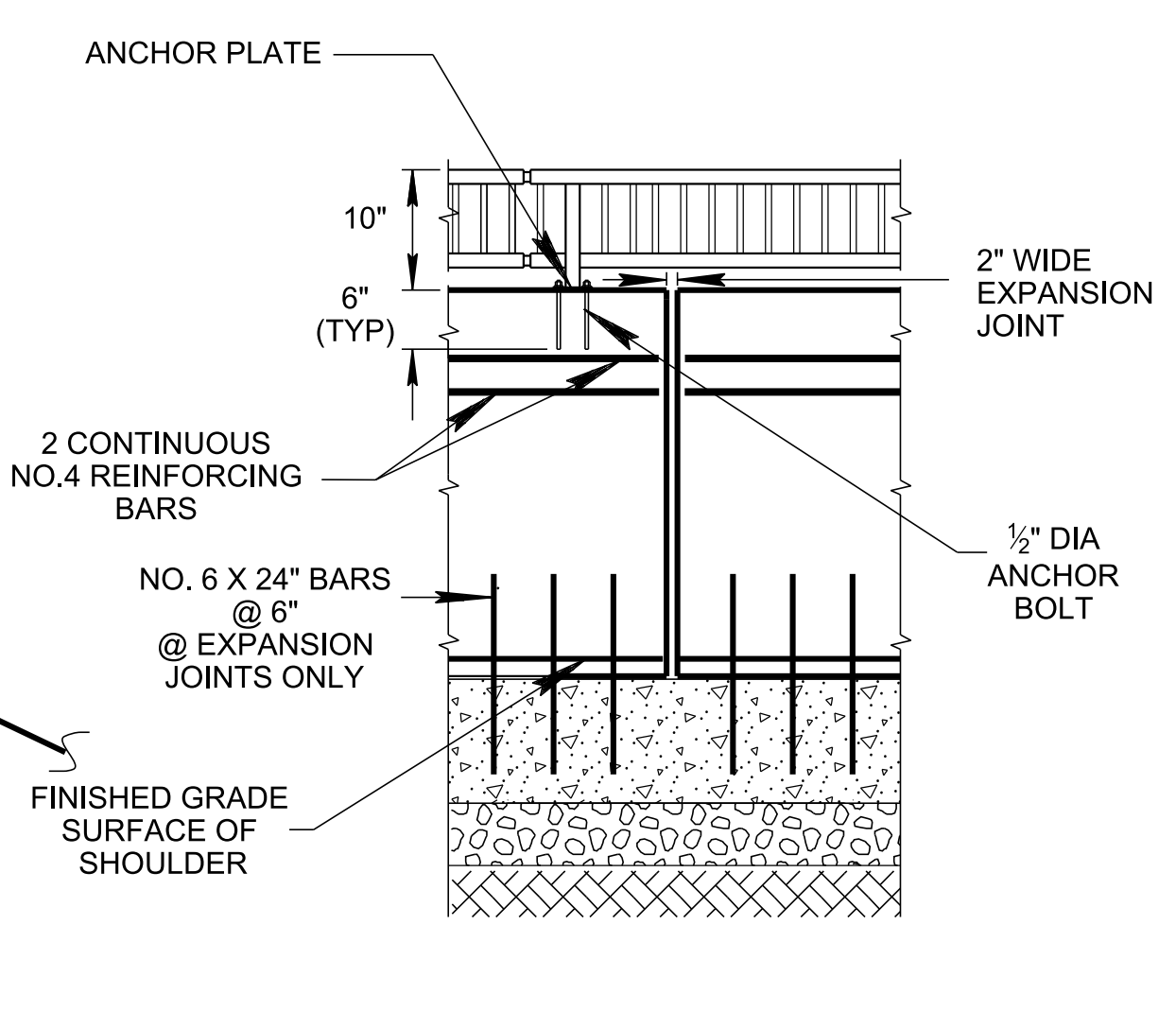
PLAN VIEW



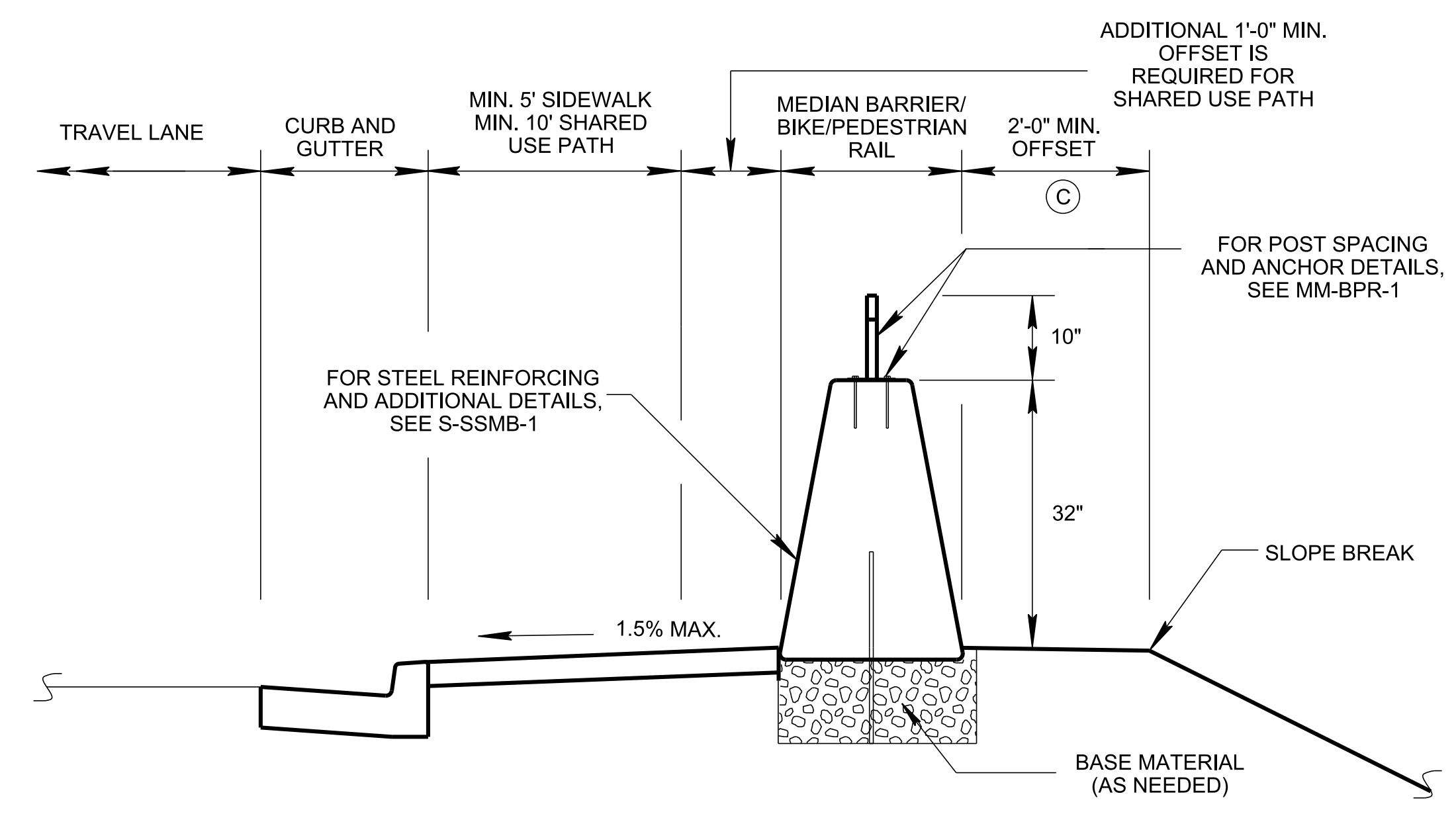
PLAN VIEW



SECTION VIEW



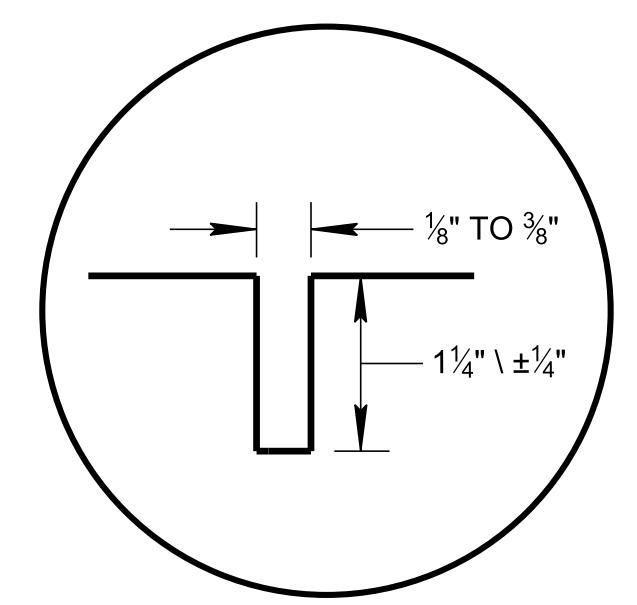
ELEVATION VIEW



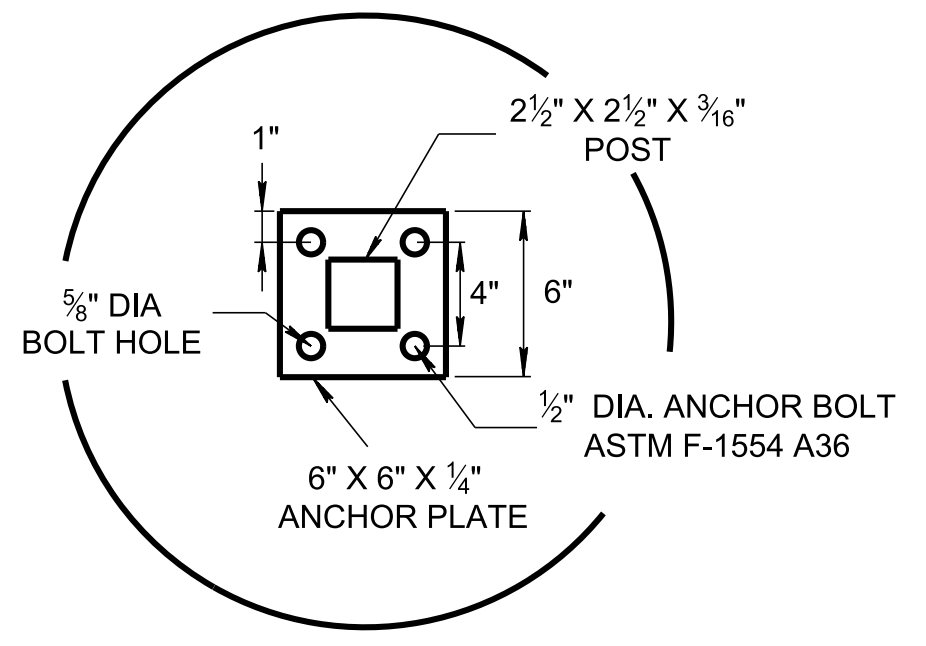
SECTION VIEW

**TYPICAL CROSS-SECTION (E)**  
**HIGH SPEED TRAVEL LANE (SPEED > 45 MPH)**  
BARRIER PLACEMENT TO PROTECT NON-MOTORIZED USERS

**TYPICAL CROSS-SECTION (D)**  
**LOW SPEED TRAVEL LANE**  
BARRIER PLACEMENT TO PROTECT MOTORIZED AND NON-MOTORIZED USERS



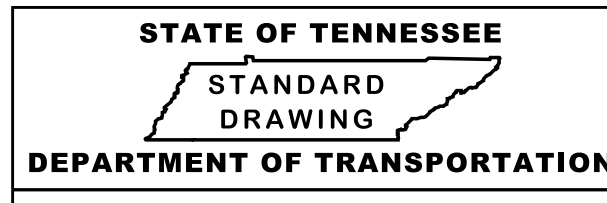
CONTRACTION JOINT DETAIL



ANCHOR PLATE DETAIL

GENERAL NOTES			
(A)	REFER TO STD. DWG. MM-TS-3 FOR ADDITIONAL DETAILS.		
(B)	REFER TO STD. DWG. RD11-TS-SERIES FOR MINIMUM SHOULDER WIDTH REQUIREMENTS DURING REHABILITATION PROJECTS.		
(C)	IF CONCRETE BARRIER IS INSTALLED WITH FOUNDATION SHOWN IN SECTION A-A ON S-PL-4, MINIMUM OFFSET MAY BE REDUCED TO 0'.		
(D)	THIS DETAIL SHOULD BE USED AT LOCATIONS WHERE DROP-OFF WOULD WARRANT GUARDRAIL.		
(E)	THE INTENT OF THIS PLACEMENT IS TO PROVIDE POSITIVE PROTECTION FOR NON-MOTORIZED USERS.		
(F)	THE BLUNT END OF THE BARRIER RAIL SHALL BE PROTECTED BY A CRASH CUSHION (SEE S-CC-1), OR BY AN END TERMINAL IF LOCATED WITHIN THE CLEAR ZONE.		
(G)	PAYMENT FOR BARRIER MEDIAN RAIL WILL BE UNDER ITEM NO'S:		
	604-01.20	BOX TUBE SAFETY RAIL	PER LINEAR FOOT
	711-05.70	32 IN SINGLE SLOPE CONCRETE BARRIER WALL	PER LINEAR FOOT
(H)	REHABILITATION PROJECTS MAY REQUIRE DRAINAGE STRUCTURE LOCATIONS WHERE STORM DRAINAGE IS NOT EXISTING.		

(Replaced Std Dwg S-BPR-2)



**BIKE AND PEDESTRIAN MEDIAN BARRIER RAIL**

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NOT TO SCALE