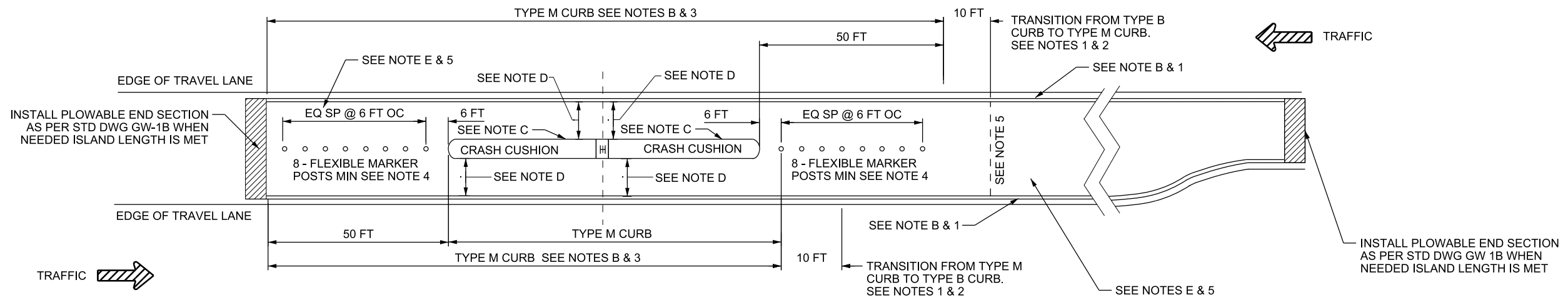


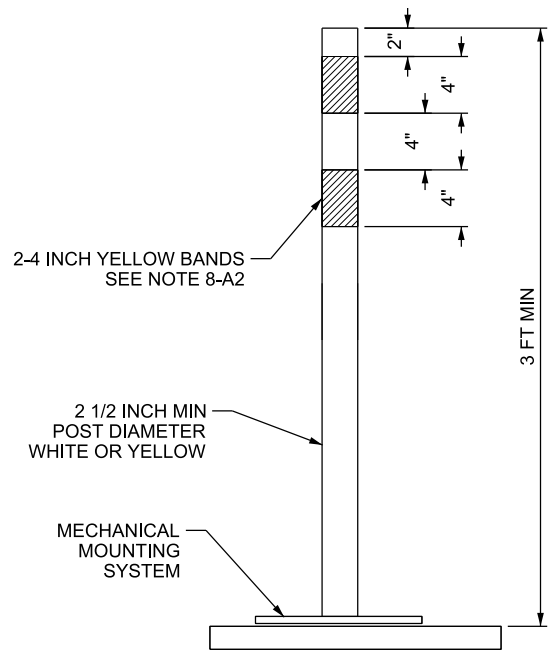
**ELEVATION**

ONE APPROACH SHOWN  
REVERSE APPROACH SIMILAR



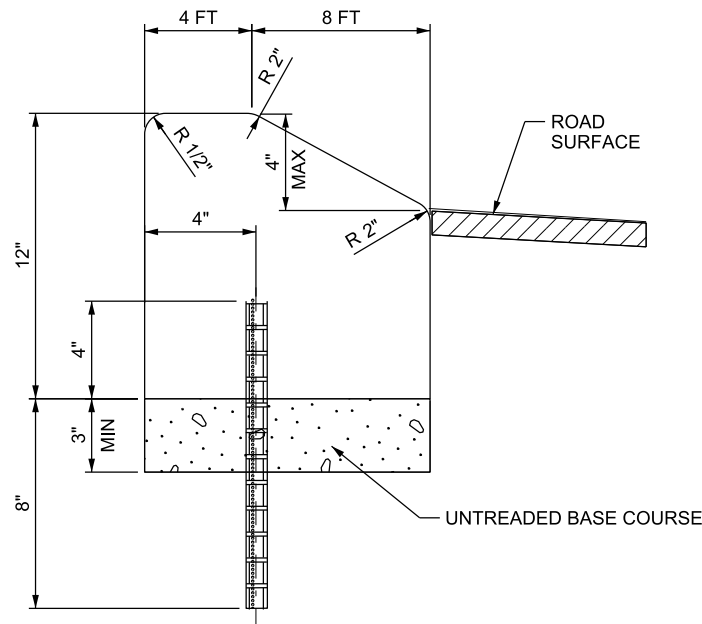
**PLAN VIEW**

SEE NOTE A



**FLEXIBLE MARKER POST  
SURFACE MOUNTED**

SEE NOTE 4



**MODIFIED TYPE M1-A CURB**

USE # 6 X 12 INCH LONG COATED DEFORMED BARS ON 5 FT MAX CENTERS REFER TO NOTE B

**DESIGN-ONLY NOTES:**

- A. THIS DRAWING DEPICTS TWO DETAILS THAT ARE ACCEPTABLE FOR THE USE OF A CRASH CUSHION ON AN ISLAND APPLICATION. CONSULT PLAN SET TO DETERMINE WHICH APPLICATION TO USE.
  - 1. EITHER PLAN VIEW ENDS CAN BE USED FOR BOTH APPROACH DIRECTIONS.
  - 2. PLAN CAN BE COMBINED, AS DEPICTED, FOR APPROACH TRAFFIC.
- B. CRASH CUSHION MANUFACTURERS RECOMMEND NO MORE THAN A 4 INCH CURB TO THE APPROACH OR SIDES OF A CRASH CUSHION. USE TYPE M1-A, MODIFIED M1-A, OR M2 CURB WHERE TYPE M CURB IS CALLED OUT. USE OF TYPE M CURB IS ALLOWED FOR ALL ISLAND CURBING.
- C. RECOMMEND USING TYPES A, B, OR D CRASH CUSHION SYSTEMS. REFER TO THE GUIDELINES FOR CRASH CUSHIONS AND BARRIER END TREATMENTS FOR APPROVED SYSTEMS. INSTALL CRASH CUSHIONS ON CONCRETE PAD ACCORDING TO MANUFACTURER'S REQUIREMENTS.
- D. MEET OFFSET REQUIREMENTS ACCORDING TO THE UDOT ROADWAY DESIGN MANUAL. REFER TO LATERAL OFFSET TO OBSTRUCTION REQUIREMENTS, NOTE B.
- E. EVALUATE DRAINAGE OF ISLAND SURFACE.

**NOTES:**

- 1. CONSULT PLAN SET TO DETERMINE WHICH TYPE M CURB AND TYPE B CURB TO USE. REFER TO STD DWG GW 2 OR MODIFIED TYPE M1-A DETAIL, THIS SHEET.
- 2. TRANSITION FROM TYPE M CURB TO TYPE B CURB WHERE SPECIFIED.
- 3. ISLAND LENGTH AND TYPE M CURB REQUIREMENTS CAN VARY BASED ON HAZARD LENGTH AND LENGTH OF CHOSEN CRASH CUSHION SYSTEM. MINIMUM ISLAND LENGTH IS EQUAL TO THE SUM OF HAZARD LENGTH, CRASH CUSHION LENGTH, AND THE MINIMUM 50 FT IN FRONT OF CRASH CUSHION.
- 4. MARKER POSTS ARE USED TO DISCOURAGE TRAFFIC FROM TRAVERSING ISLAND. USE A SURFACE MOUNTED FLEXIBLE MARKER POST AS APPROVED BY THE ENGINEER.
  - A. FLEXIBLE MARKER POST:
    - 1. MANUFACTURED USING POLYETHYLENE OR POLYPROPYLENE WITH A YELLOW OR WHITE BODY, MINIMUM 0.110 INCH TUBE WALL THICKNESS, 36 INCH TALL.
    - 2. INSTALL TWO 4 INCH BANDS OF YELLOW SHEETING CONFORMING TO STANDARD SPECIFICATION 02890, ACCORDING TO FLEXIBLE MARKER POST DETAIL.
  - B. USE A MECHANICAL SURFACE MOUNTING SYSTEM AND MOUNT ACCORDING TO MANUFACTURER'S REQUIREMENTS.
  - C. USE A MOUNTING SYSTEM WHICH THE MARKER POST CAN BE REMOVED AND REPLACED WITHOUT DISTURBING THE MOUNTING BASE.
  - D. ADDITIONAL MARKER POSTS INSTALLED AT ENGINEERS DISCRETION.
- 5. FILL ISLAND BETWEEN THE CURBS AND FROM THE CURB TRANSITION TO THE BACK OF THE CRASH CUSHION USING A DURABLE ALL WEATHER SURFACE (EXAMPLE: ASPHALT, CONCRETE). DO NOT PLACE LANDSCAPE MATERIAL IN FRONT OF OR TO THE SIDES OF CRASH CUSHION.

SUPPLEMENTAL DRAWING

REVISIONS

NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION  
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL  
SALT LAKE CITY, UTAH  
DATE: AUG 30, 2018  
APPROVED: [Signature]  
CHAIRMAN STANDARDS COMMITTEE  
DEPUTY DIRECTOR: [Signature]

CRASH CUSHION  
MOUNTED ON  
MEDIAN ISLAND

STD. DWG. NO.  
CC 4B