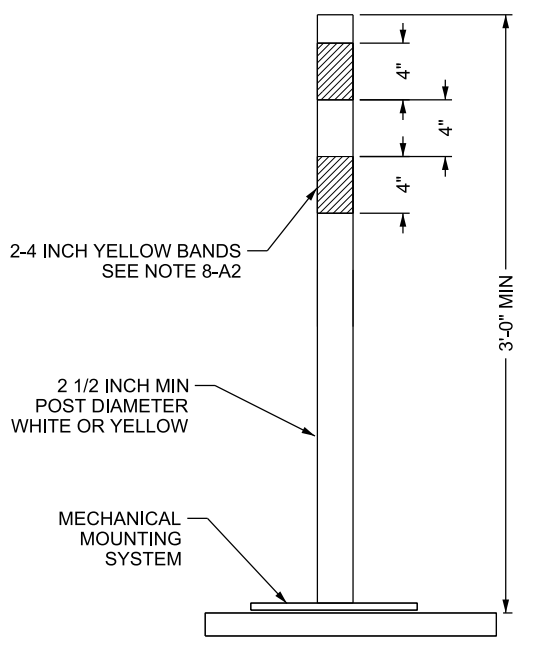
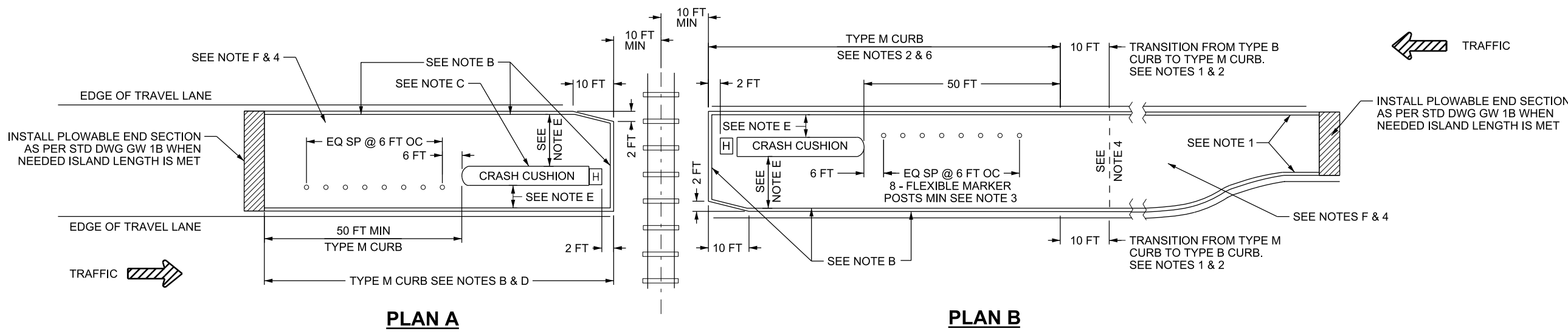
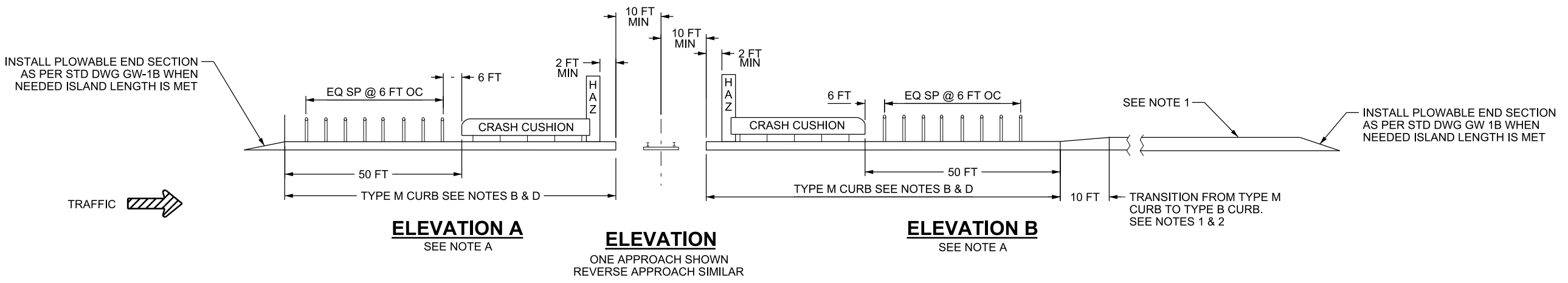
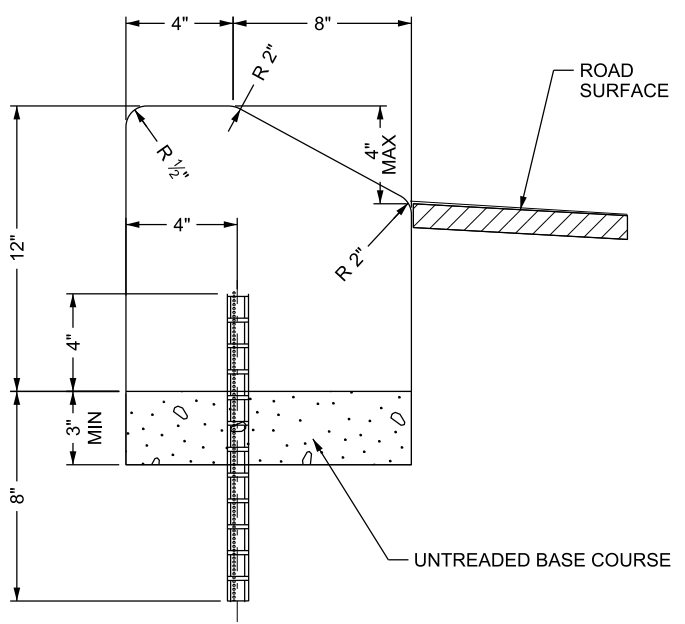


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**FLEXIBLE MARKER POST
SURFACE MOUNTED**
SEE NOTE 3



MODIFIED TYPE M1-A CURB
USE # 6 X 12 INCH 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.
 - A. PLAN A CAN BE USED FOR BOTH APPROACH DIRECTIONS.
 - B. PLAN B CAN BE USED FOR BOTH APPROACH DIRECTIONS.
 - C. PLAN A AND B 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, MODIFIED M1, OR M2 CURB WHERE TYPE M CURB IS CALLED OUT. CONSULT PLAN SET TO DETERMINE WHICH M TYPE CURB TO USE. REFER TO STD DWG GW 2.
- 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. 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 REAR OFFSET, HAZARD LENGTH, CRASH CUSHION LENGTH, AND THE MINIMUM 50 FT IN FRONT OF CRASH CUSHION.
- E. MEET OFFSET REQUIREMENTS ACCORDING TO THE UDOT ROADWAY DESIGN MANUAL. REFER TO LATERAL OFFSET TO OBSTRUCTION REQUIREMENTS, NOTE B.
- F. EVALUATE DRAINAGE OF ISLAND SURFACE.

NOTES:

- 1. CONSULT PLAN SET TO DETERMINE WHICH TYPE B CURB TO USE. REFER TO STD DWG GW 2.
- 2. TRANSITION FROM TYPE M CURB TO TYPE B CURB WHERE SPECIFIED.
- 3. 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. CONSTRUCTED 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.
- 4. FILL ISLAND BETWEEN THE CURBS AND FROM THE CURB TRANSITION TO THE BACK OF THE 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

NO.	DATE	APPR.	REMARKS

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

RECOMMENDED FOR APPROVAL
Randall J. Park
CHAIRMAN STANDARDS COMMITTEE
APPROVED

DATE: AUG 30, 2018
DATE: AUG 30, 2018

DEPUTY DIRECTOR

**CRASH CUSHION
SPLIT MEDIAN ISLAND
W/RR CROSSING**

STANDARD DRAWING TITLE

STD. DWG. NO.
CC 4C