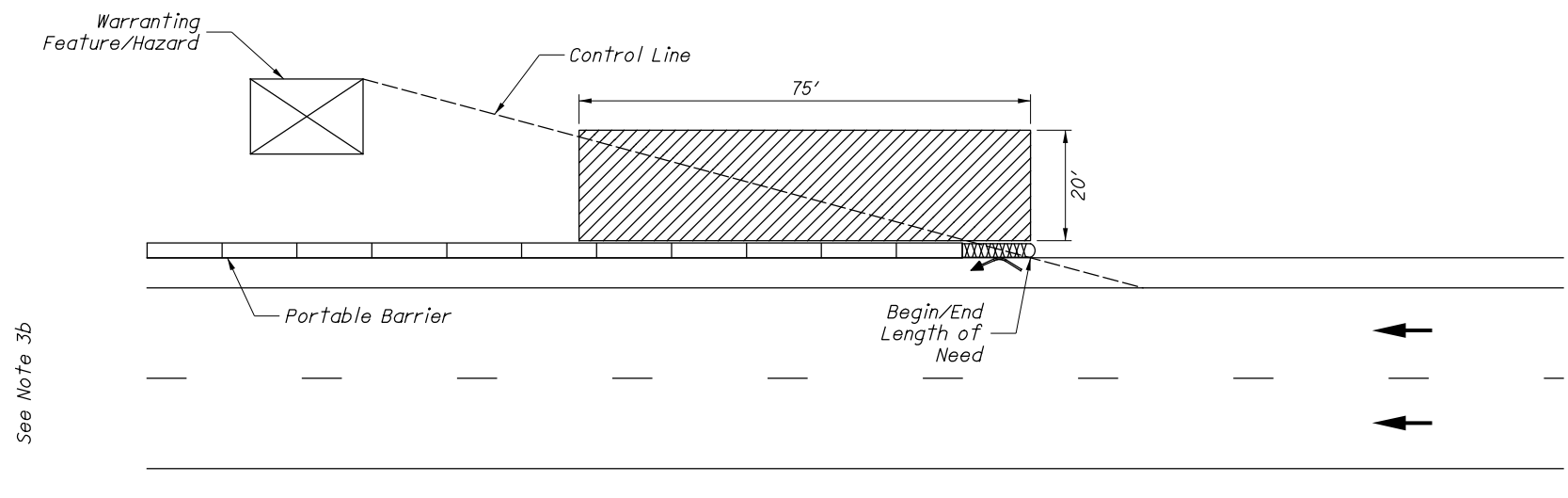
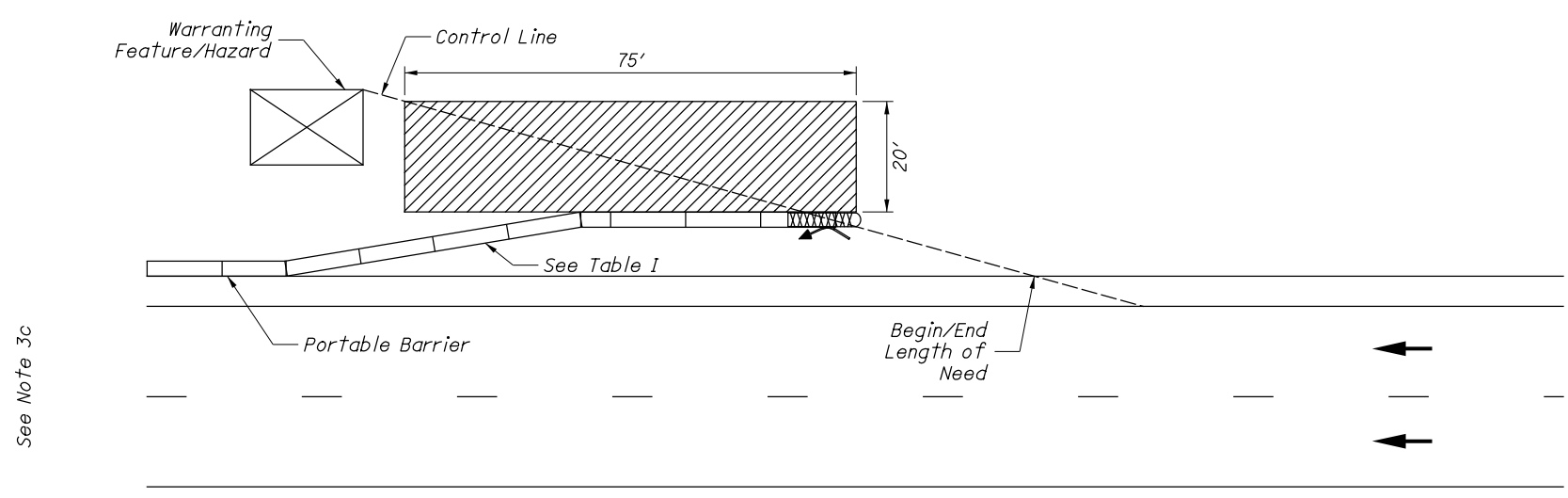


See Note 3a



See Note 3b



See Note 3c

**LEGEND**

RECOVERY AREA	
PORTABLE BARRIER	
NON-GATING IMPACT ATTENUATOR	
DIRECTION OF TRAVEL	

**NOTES:**

- Attenuators shall be installed per the manufacturer's specifications.
- Recovery area shall have slopes 3:1 or flatter and be free of workers, hazards, equipment, drop-offs, and material storage.
- The Contractor shall select one of the three acceptable options for terminating portable barrier:
  - Terminate flared section of NCHRP 350 portable barrier outside clear zone with tapered end only where cross slopes are 10:1 or flatter.
  - Terminate portable barrier with an impact attenuator. A non-gating attenuator may be included in the length of need measurement.
  - Flare a section of portable barrier to the length of need control line and terminate with an impact attenuator. A non-gating impact attenuator may be included in the flared section of portable barrier.
- The Contractor shall submit documentation to the Engineer, 2 weeks prior to implementation, for acceptance when:
  - Deviating from the three acceptable options for terminating portable barrier.  
  
Documentation shall explain any deviations and verify that the recovery area fulfills the manufacturer's specifications and Note 2.
  - Using a gating impact attenuator in lieu of a non-gating impact attenuator.  
  
The gating impact attenuator length shall not be included as part of the length of need or recovery area requirements. Additional portable barrier will need to be added. The additional cost for the additional barrier required for a gating impact attenuator shall be included in the cost of the gating impact attenuator.  
  
Documentation shall verify that the extended recovery area fulfills the manufacturer's specifications and Note 2.
- Gating impact attenuators shall not be used in gore locations or within the clear zone between bi-directional traffic.
- When used, impact attenuators shall be installed parallel to traffic. Also, the last full section of PB, adjacent to the impact attenuator, shall be located parallel to traffic.

**TABLE I**

SPEED LIMIT (MPH)	PB FLARE RATE MINIMUM
25	8:1
30	8:1
35	9:1
40	10:1
45	12:1
50	14:1
55	16:1
60	18:1
65	19:1
70	20:1

THIS DRAWING REPLACES PIS 2010175 DATED 7-15-2016.

STANDARD ROADWAY CONSTRUCTION DRAWING

**MT-101.75**

**IMPACT ATTENUATOR PLACEMENT**

**OFFICE OF ROADWAY ENGINEERING**

STATE ENGINEER  
Soisson

STATE OF OHIO DEPARTMENT OF TRANSPORTATION ADMINISTRATOR  
David L. Holstein

REVISION DATE  
01-17-2020