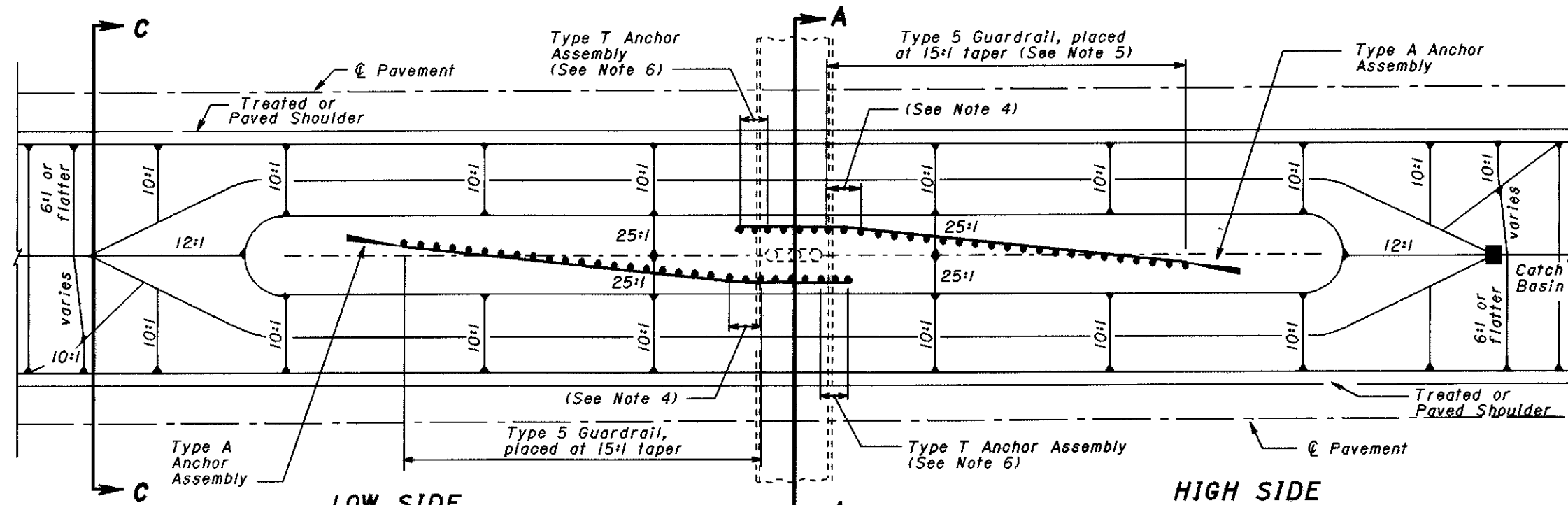


LOW SIDE

DESIGN A

HIGH SIDE

Narrow Median (See Note 2)

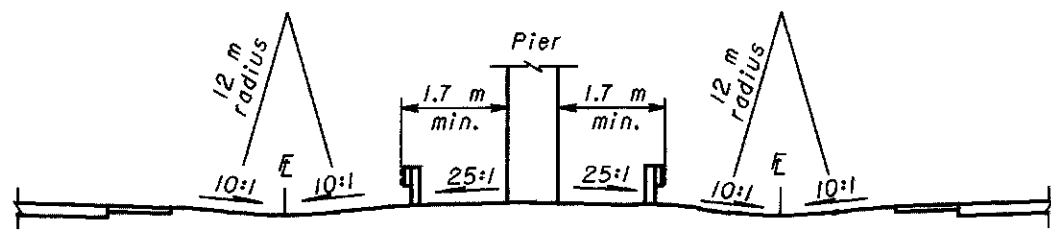


LOW SIDE

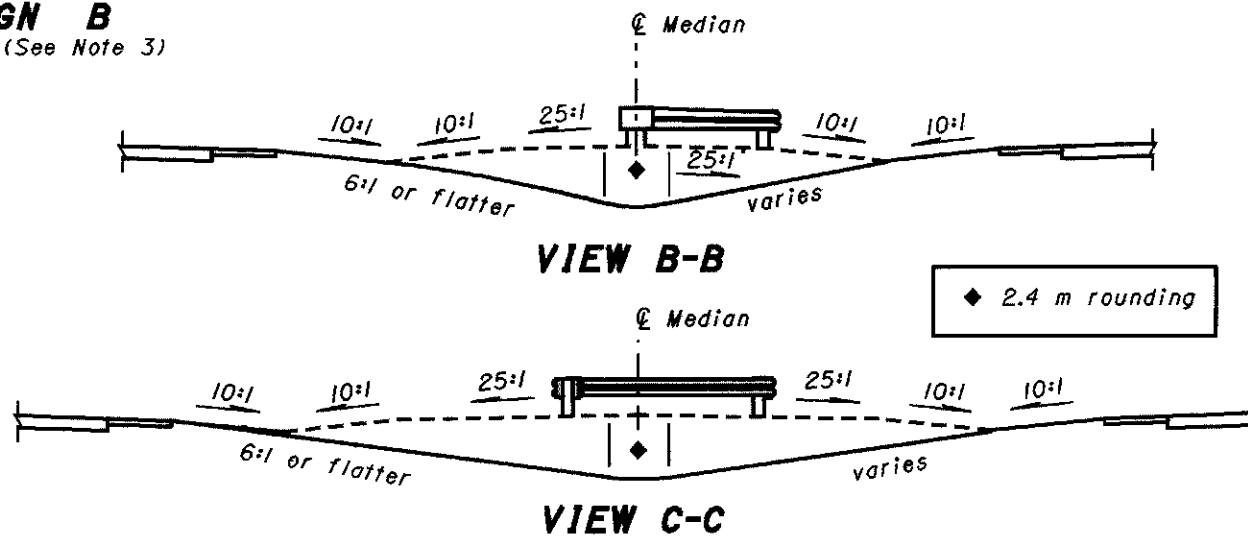
DESIGN B

HIGH SIDE

Wide Median (See Note 3)



SECTION A-A



VIEW B-B

VIEW C-C

## NOTES

- 1) The length of guardrail needed shall be determined according to methods contained in Section 601 of the Location and Design Manual.
- 2) Design "A" shall be used in narrow medians where the end of the guardrail run extends into the clear zone of the opposite side traffic. In medians where the guardrail run would otherwise extend beyond the centerline of the median, the guardrail run should be turned to follow the centerline using a standard flare arc. The plans shall clearly indicate what portion of the flared guardrail run is to be constructed using barrier guardrail.
- 3) Design "B" shall be used where the guardrail run shielding the piers lies outside the clear zone of the opposite side traffic.
- 4) Use a 7.62 m Standard Flare Arc as per std. Constr. dwg. GR-5.1M.
- 5) Cross-slopes in front of guardrail must be 10:1 or flatter. Other slopes are shown in the median to suggest a grading and drainage plan, however, for complete details see the construction plans.
- 6) Type T Anchor Assemblies are to be installed beyond the bridge piers (downstream from traffic flow.)
- 7) The "HIGH SIDE" and "LOW SIDE" designations are shown in reference to the drainage design and are dependent upon the longitudinal slope of the median.



This Drawing Replaces GR-7.J.

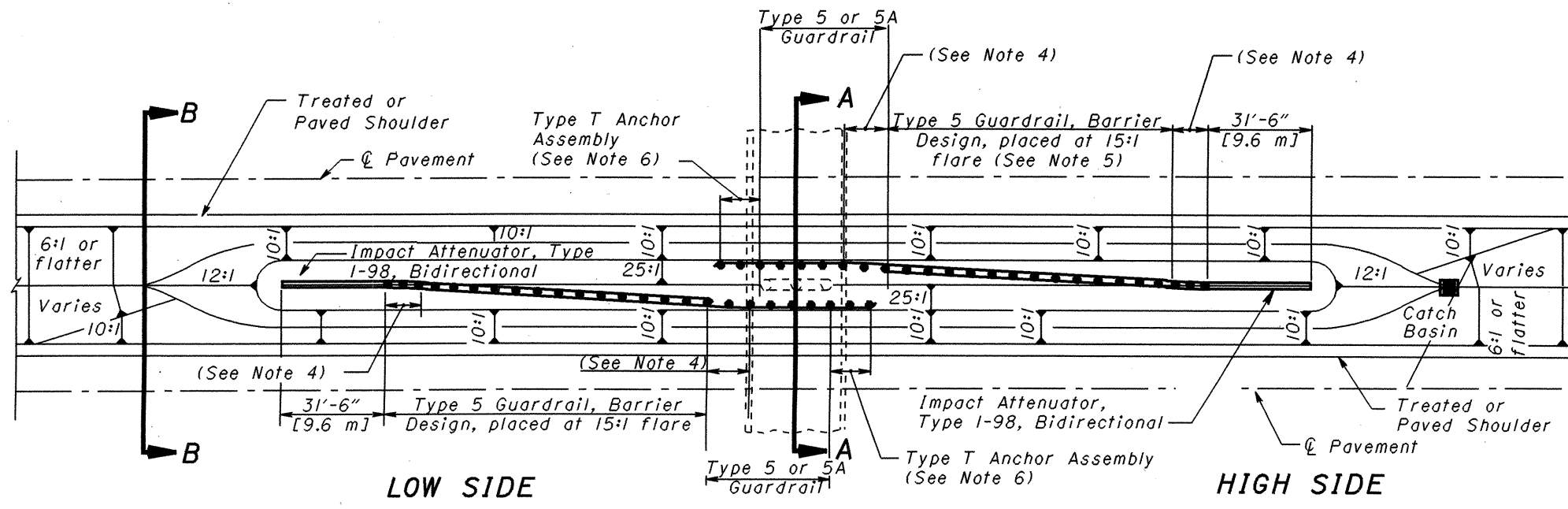
OFFICE OF ROADWAY ENGINEERING  
OHIO DEPARTMENT OF TRANSPORTATION

**MEDIAN  
GUARDRAIL  
AT PIERS**

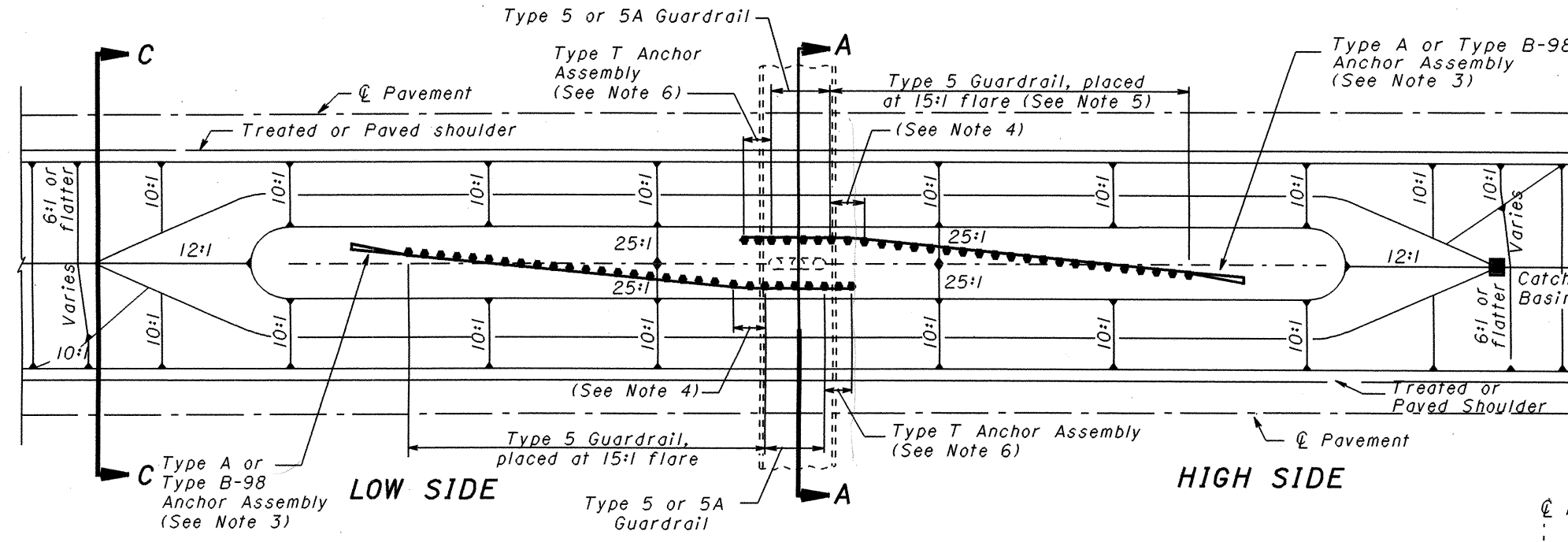
DATE  
1-3-96

STANDARD  
CONSTRUCTION  
DRAWING  
**GR-6.2M**

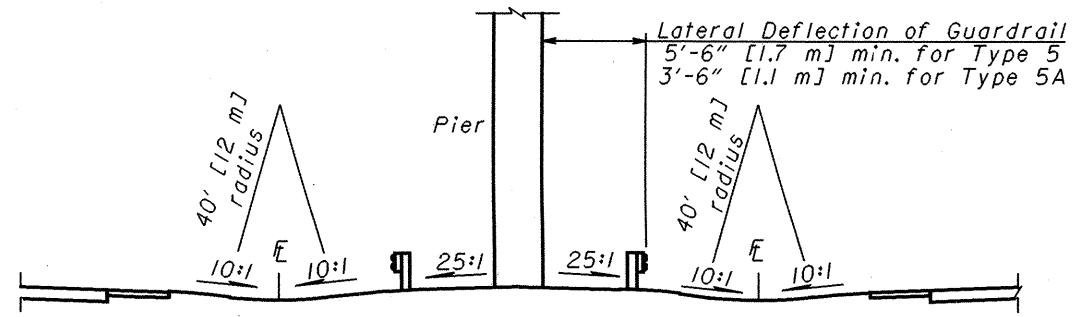
APPROVED D. K. Hulman, P.E.  
ADMINISTRATOR



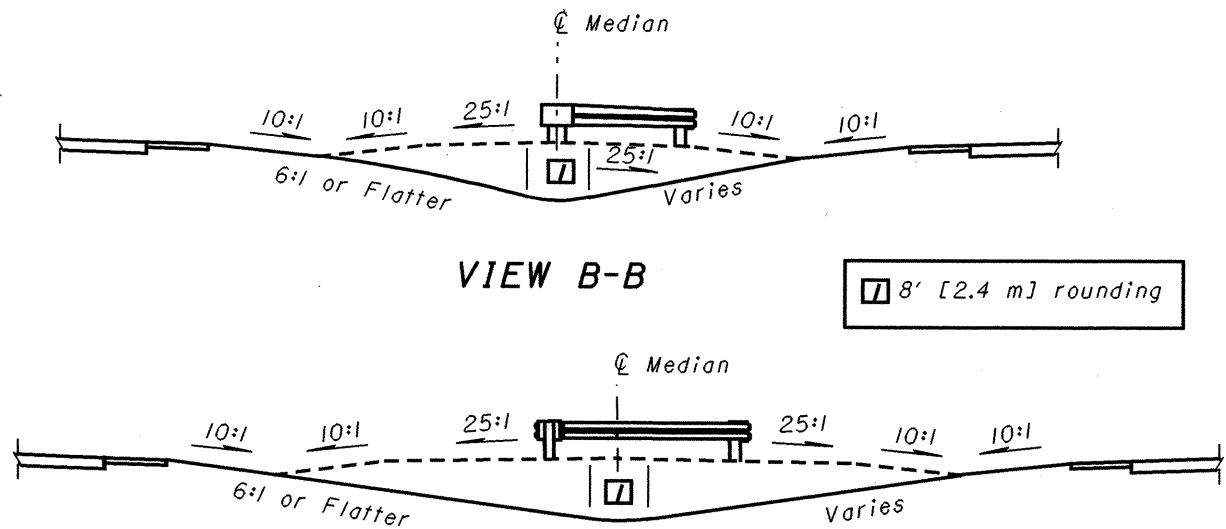
**DESIGN A**  
Narrow Median (See Note 2)



**DESIGN B**  
Wide Median (See Note 3)



**SECTION A-A**



**VIEW B-B**

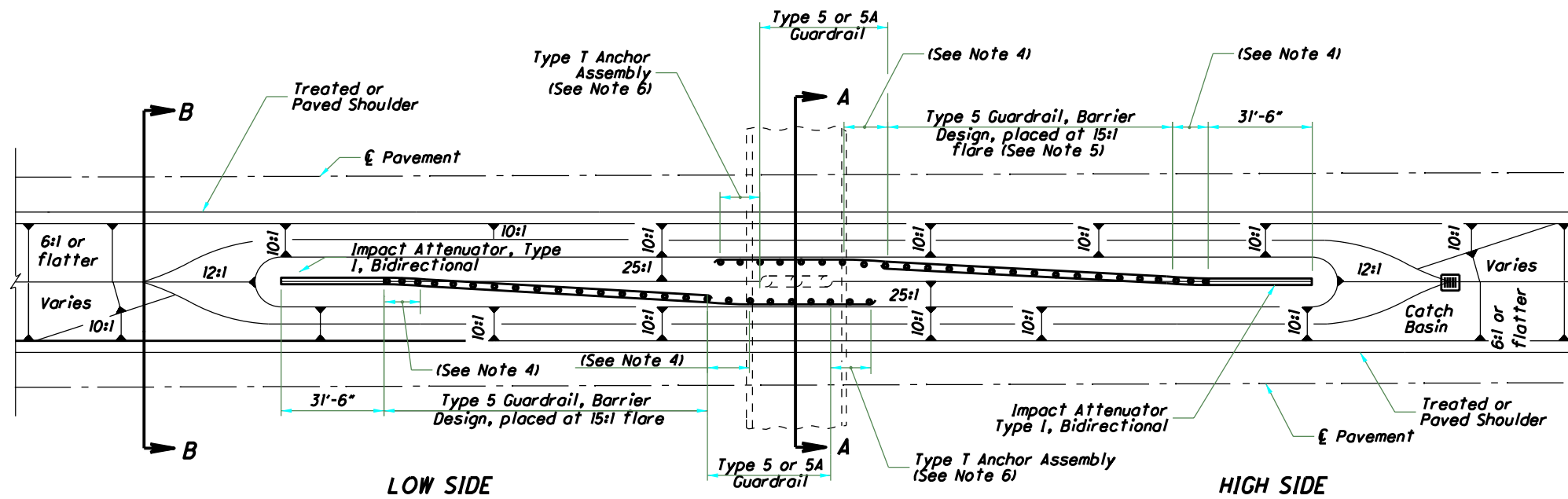
**VIEW C-C**

**NOTES**

- 1) The length of guardrail needed shall be determined according to methods contained in the **Location & Design Manual, Volume I, Section 602.**
- 2) Use **DESIGN "A"** in the narrow Medians where the end of the guardrail run extends into the Clear Zone of the opposite side of traffic.  
  
In Medians where the guardrail run would otherwise extend beyond the centerline of the median, the guardrail run should be turned to follow the centerline using a standard flare arc. The plans shall clearly indicate what portion of the flared guardrail run is to be constructed using barrier guardrail.
- 3) Use **DESIGN "B"** where the end of the guardrail run shielding the piers lies outside the clear zone of the opposite side of traffic.  
  
Use a Type A Anchor Assembly (see **SCD GR-4.1**) when the end of the guardrail run is also outside the Clear Zone of the approaching traffic. Where the end is inside the Clear Zone of the approaching traffic, use a Type B-98 Anchor Assembly.
- 4) Use a 25'-0" [7.62 m] Standard Flare Arc as per **SCD GR-5.1.**
- 5) Provide 10:1 or flatter cross-slopes in front of guardrail. Other slopes are shown in the median to suggest a grading and drainage plan, however for complete details see the construction plans.
- 6) Install Type T Anchor Assemblies (see **SCD GR-4.2**) on the trailing ends of the guardrail beyond the bridge piers (downstream from traffic flow.)
- 7) The "HIGH SIDE" and "LOW SIDE" designations are shown in reference to the drainage design and are dependent upon the longitudinal slope of the median.

THIS DRAWING REPLACES GR-6.2M DATED 1-3-96.

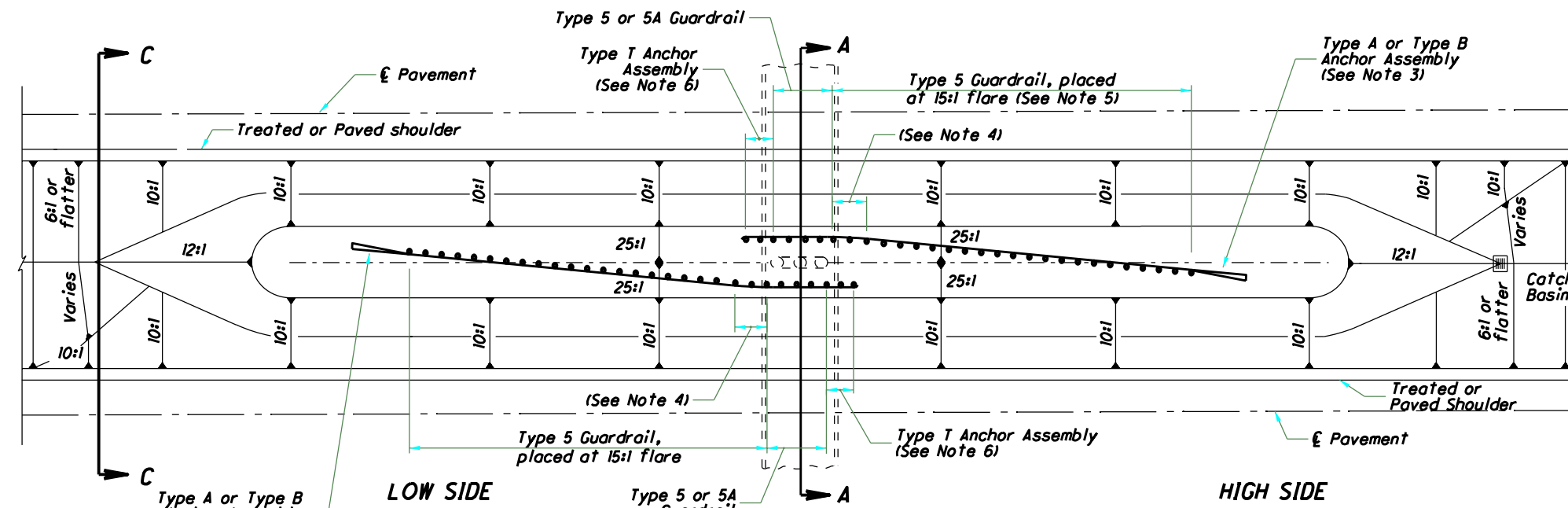
NUMBER	GR-6.2	STANDARD ROADWAY CONSTRUCTION DRAWING	ROADWAY ENGINEERING SERVICES
MEDIAN GUARDRAIL AT PIERS			
STDS. ENGR.	D. Focke	STATE DEPARTMENT OF TRANSPORTATION	ROADWAY DESIGN ENGINEER
			DATE 4-18-03



LOW SIDE

HIGH SIDE

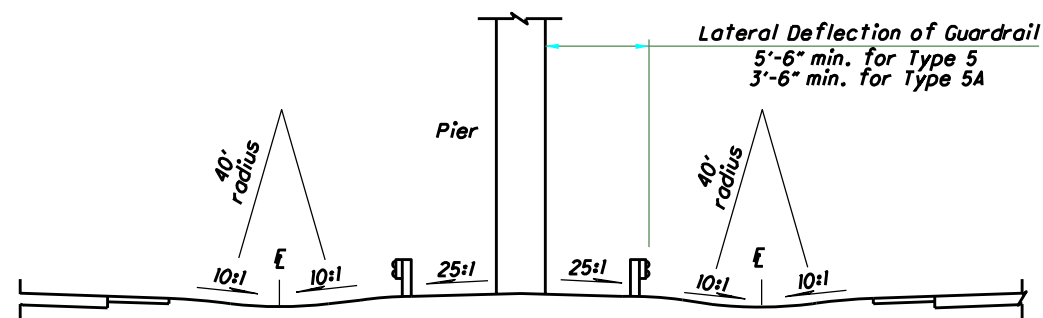
**DESIGN A**  
Narrow Median (See Note 2)



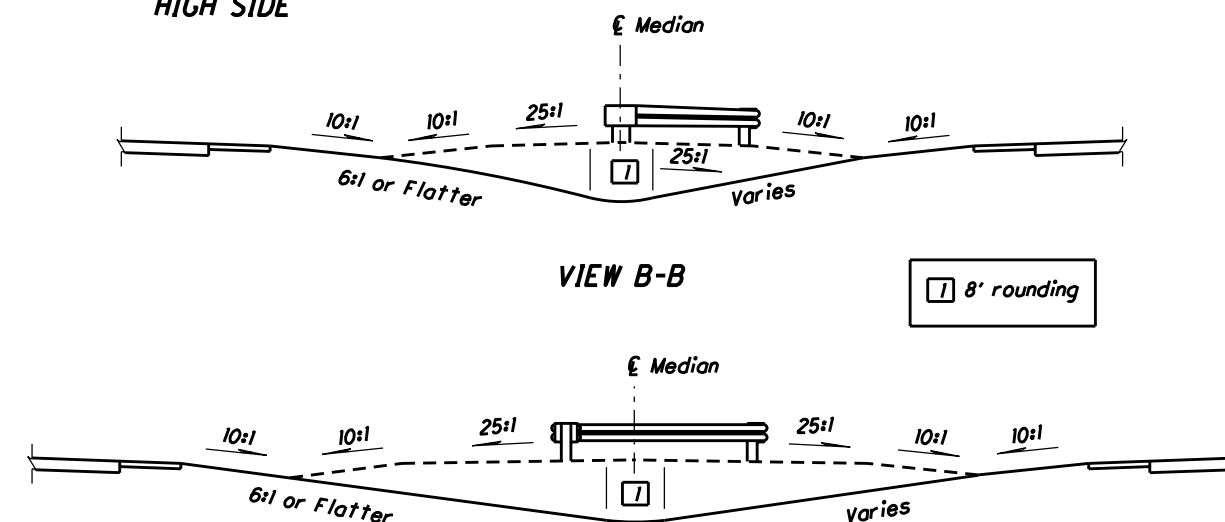
LOW SIDE

HIGH SIDE

**DESIGN B**  
Wide Median (See Note 3)



SECTION A-A



VIEW B-B

VIEW C-C

**NOTES**

1) The length of guardrail needed shall be determined according to methods contained in the *Location & Design Manual, Volume 1, Section 602*.

2) Use DESIGN "A" in the narrow Medians where the end of the guardrail run extends into the Clear Zone of the opposite side of traffic.

In Medians where the guardrail run would otherwise extend beyond the centerline of the median, the guardrail run should be turned to follow the centerline using a standard flare arc. The plans shall clearly indicate what portion of the flared guardrail run is to be constructed using barrier guardrail.

3) Use DESIGN "B" where the end of the guardrail run shielding the piers lies outside the clear zone of the opposite side of traffic.

Use a Type A Anchor Assembly (see SCD GR-4.1) when the end of the guardrail run is also outside the Clear Zone of the approaching traffic. Where the end is inside the Clear Zone of the approaching traffic, use a Type B Anchor Assembly.

4) Use a 25'-0" Standard Flare Arc as per SCD GR-5.1.

5) Provide 10:1 or flatter cross-slopes in front of guardrail. Other slopes are shown in the median to suggest a grading and drainage plan, however for complete details see the construction plans.

6) Install Type T Anchor Assemblies (see SCD GR-4.2) on the trailing ends of the guardrail beyond the bridge piers (downstream from traffic flow.)

7) The "HIGH SIDE" and the "LOW SIDE" designations are shown in the reference to the drainage design and are dependent upon the longitudinal slope in the median.