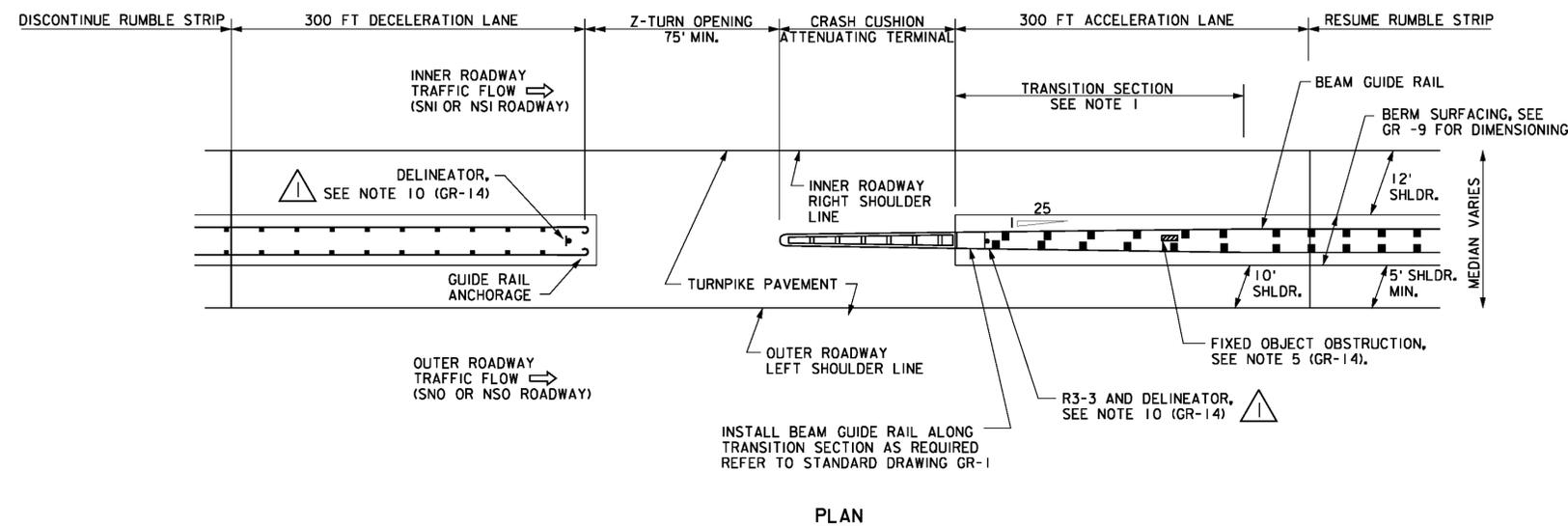


**ALTERNATE WIDE MEDIAN Z-TURN CRASH CUSHION ATTENUATING TERMINAL INSTALLATION
BULLNOSE THRIE BEAM ATTENUATOR**



**WIDE MEDIAN Z-TURN CRASH CUSHION ATTENUATING TERMINAL INSTALLATION
SINGLE FACE GUIDE RAIL**

NOTES:

1. WHEN TRANSITION LENGTH BECOMES EXCESSIVE, OR ADVERSELY AFFECTS EXISTING FEATURES IN THE MEDIAN, REFER TO BULLNOSE THRIE BEAM ATTENUATOR.
2. MAXIMUM CROSS SLOPE OF 10% WHERE PROFILE & MEDIAN WIDTH REQUIRE USING STEEPER SLOPES, THE DOUBLE FACE MEDIAN GUIDE RAIL SHALL BE SPLIT TO TWO SINGLE FACE GUIDE RAIL UNITS LOCATED 2' BEHIND THE EDGE OF SHOULDERS.



1	11/12	REVISED SIGNING/DELINEATION IN MEDIAN
	04/09	ORIGINAL DRAWING
App.	No.	DATE
		REVISION

NEW JERSEY TURNPIKE AUTHORITY	
Z-TURN DETAILS	
OFFICE OF THE CHIEF ENGINEER	2009 STANDARD DRAWING
	GR-15