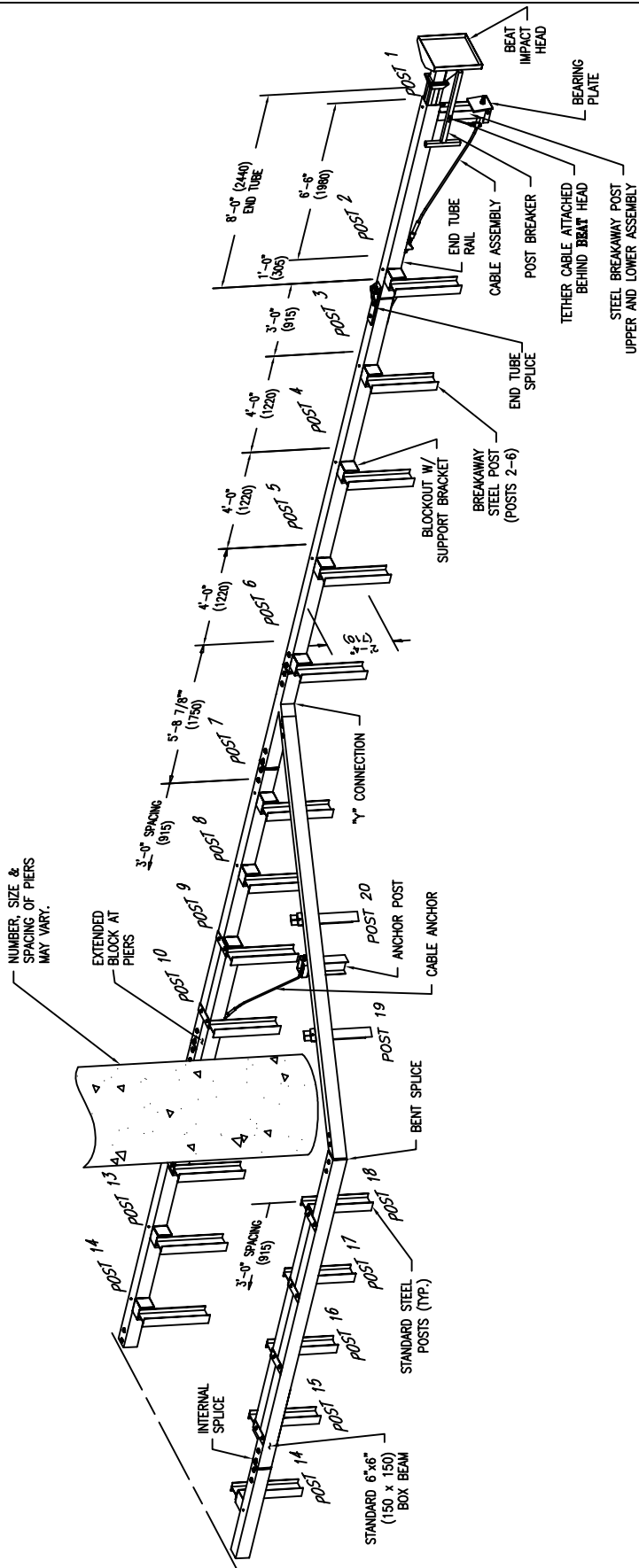


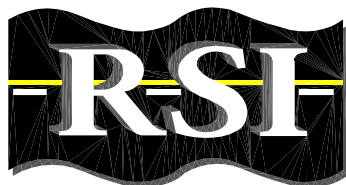
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NOTES:

1. NUMBER, SIZE AND SPACING OF PIERS MAY VARY.
2. BEAT-BP SYSTEM SYMMETRICAL ABOUT CENTERLINE.
3. MINIMUM CLEAR DISTANCE FROM PIER IS 8".
4. BEAT-BP 2 PIER SYSTEM SHOWN.

BEAT-BP - BRIDGE PIER



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INTENDED USE

The BEAT-BP (Bridge Pier) system shields bridge piers from traffic side impacts and provides an energy-absorbing Crash Cushion for end-on impacts. The system is modular and adjustable to accommodate the number of piers, pier spacing, and pier diameter. Normally, the BEAT-BP system is symmetrical about the centerline of the piers having a Crash Cushion at both ends.

The BEAT-BP is a self-contained system with a common set of parts. It consists of a leading end Crash Cushion (similar to BEAT-SSCC SCI13), standard 6" x 6" (150 x 150) box beam rail sections (RBM01), standard steel guardrail posts (PWE01) and cable anchor assemblies.

During end-on impacts, the vehicle forces the mandrel portion of the BEAT-BP impact head into the end of the box beam section causing the tube to burst. The four walls of the tube are then peeled back. The end tube wall thickness is 1/8" (3mm), which is thinner than the 3/16" (5mm) downstream box beam.

The BEAT-BP is a cable-anchored system. There are two points of anchorage at each end of the installation. When impacted along the traffic side within the length of need and within design limits, the BEAT-BP contains and redirects the errant vehicle back toward its original travel path. The end cable is bolted at the end tube section to anchor the downstream end for traffic face redirection impacts. A second anchor cable located beyond the leading end Crash Cushion provides resistance for end-on impact conditions.

APPROVALS

FHWA approval (CC-69C) December 12, 2003 - BEAT-BP NCHRP 350 Test Level 3

CONTACT INFORMATION

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Photo

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