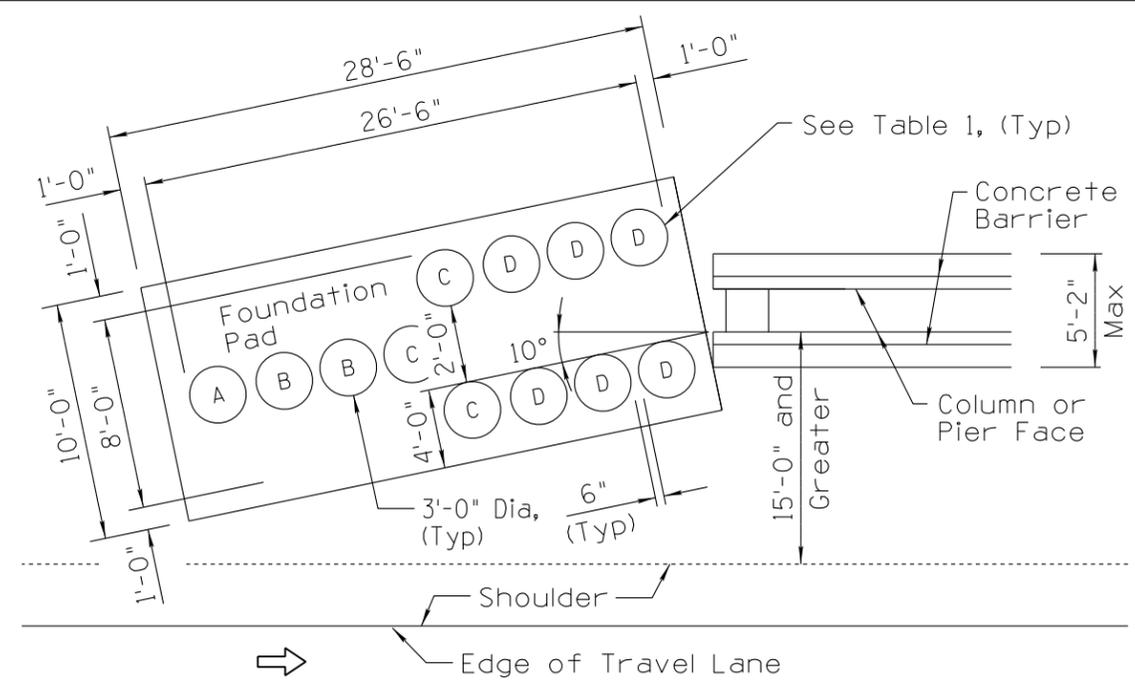
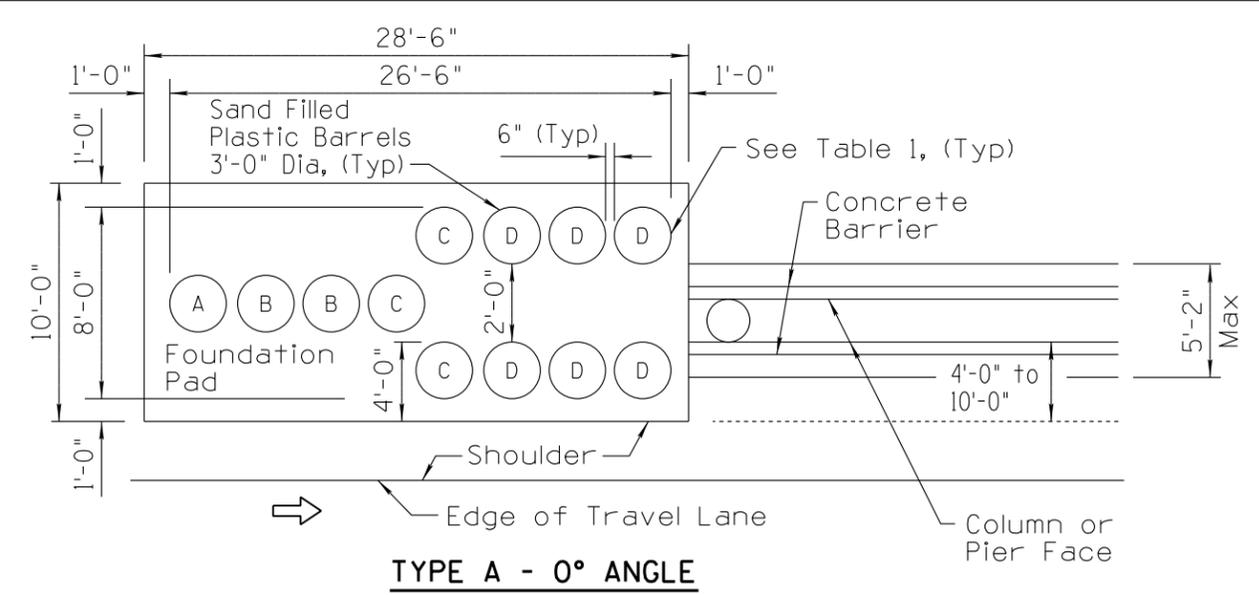


Note to Designer: The information presented in this Standard Drawing has been prepared in accordance with recognized engineering principles and is for general use. It should not be used for specific application without competent professional examination and verification of its suitability and applicability by a licensed professional engineer. Contents within the inner border line shall not be altered.

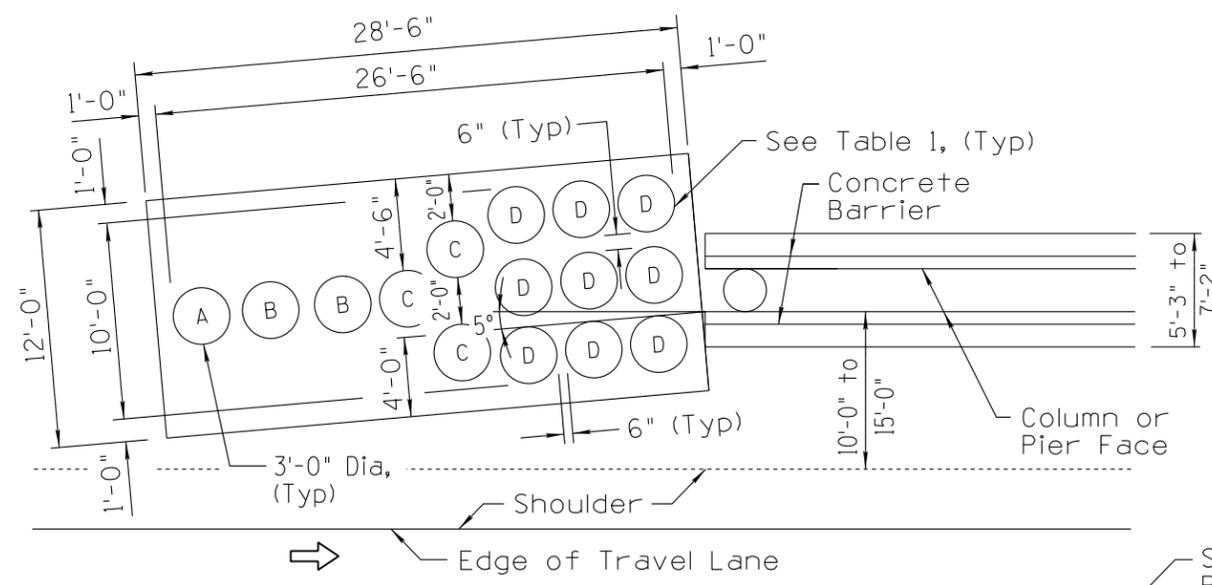
PRIOR DISTRIBUTION DATE 06/14



TYPE A - 10° ANGLE



TYPE A - 0° ANGLE



TYPE B - 5° ANGLE

TABLE 1

A	200 Lbs
B	400 Lbs
C	700 Lbs
D	1400 Lbs

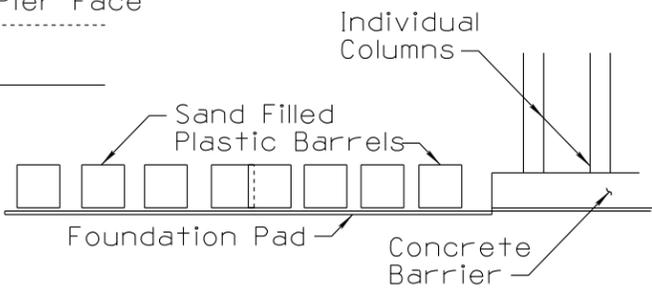


TABLE 2

WIDTH OF COLUMN PLUS REQ'D BARRIERS	CRASH CUSHION CONFIGURATION
5'-2" or Less	Type A (12 Sand Barrels)
5'-3" to 7'-2"	Type B (15 Sand Barrels)
Over 7'-2"	Special Design

TABLE 3

DISTANCE FROM FACE OF COLUMN OR PIER TO EDGE OF SHOULDER	LAYOUT ANGLE
Under 4'-0"	Special Design
4'-0" - 10'-0"	0°
10'-0" - 15'-0"	5°
15'-0" and Greater	10°

NOTES:

- For temporary installations only.
- The entire area of the crash cushion installation and approaches shall be graded so that the maximum slopes do not exceed 20:1 relative to the median profile and 10:1 transversely. These slopes shall be carried out from the foundation pad until they intersect existing ground or other grading. The pad under the actual crash cushion should be as level as practical, while providing drainage.
- See plans for site preparation details.
- Crash cushion configuration and layout angle are based on the total width of the pier or column plus required barriers and the distance from the pier or column face to the edge of shoulder.
- Use the appropriate configuration and layout angle from Tables 2 & 3 below.
- For temporary installations, the foundation pad shall be compacted fill or other suitable material.
- All assembly, transportation to site, erection of the individual modules and the crash cushion as a whole shall be in accordance with the manufacturer's recommendations. All modules shall be of a type approved by FHWA.
- The color of the outer container shall be standard yellow unless otherwise stated in project plans.
- Layout angles may be adjusted based on engineering judgement to address site-specific conditions such as horizontal alignment.
- (D) Indicates total weight of sand in pounds. (See Table 1).

STANDARDS ENGINEER
W. FABER
 RECOMMENDED FOR APPROVAL
 GROUP MANAGER
M. HANNA
 APPROVED
 STANDARDS COMMITTEE APPROVED FOR DISTRIBUTION 12/18 DATE

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
TRAFFIC SIGNING & MARKING
STANDARD DRAWING
 SAND BARREL
 CRASH CUSHION
 DRAWING NO.
C-1
 1 of 1