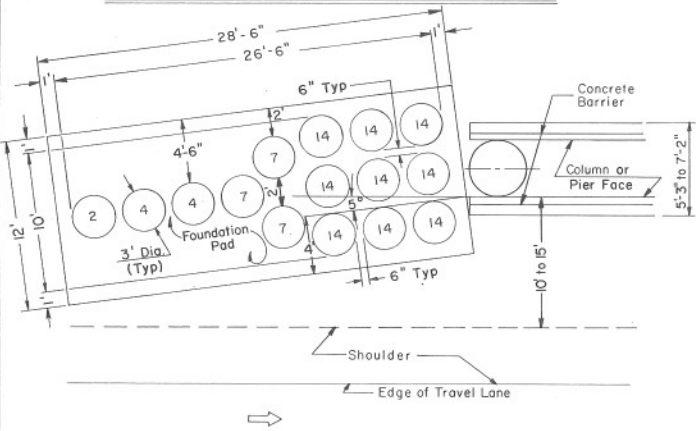
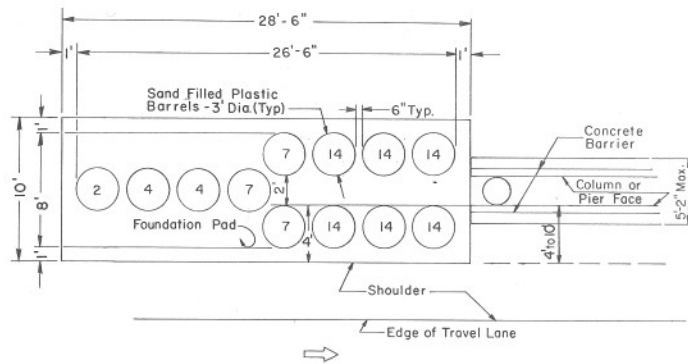


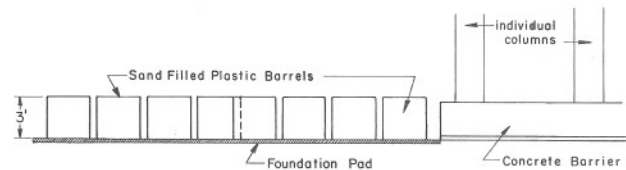
TYPE A-10° ANGLE



TYPE B-5° ANGLE ①



TYPE A-0° ANGLE



Width of Column Plus Req'd Barriers	Crash Cushion Configuration
5'-2" or Less	Type A (2 Sand Barrels)
5'-3" to 7'-2"	Type B (15 Sand Barrels)
Over 7'-2"	Special Design

Distance from Face of Column or Pier to Edge of Shoulder	Layout Angle
Under 4'	Special Design
4' to 10'	0°
10' to 15'	5° ①
15' and Over	10° ①

NOTES

⑭ indicates weight of sand in hundreds of pounds.

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 possible, 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 the shoulder. Use the appropriate Configuration and Layout Angle from the Tables below.

The Foundation Pad shall be a bituminous mixture with a compacted thickness of 3 inches or portland cement concrete of any class used by ADOT - 3 inches thick.

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 F.H.W.A.

① The color of the outer container shall be standard gray or yellow unless otherwise stated in the project plans.

DESIGN APPROVED
Charles Brown
 3/27/95
 APPROVED FOR DISTRIBUTION
Walter Ford
 8-22-95

STATE OF ARIZONA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 STANDARD DRAWINGS

SAND BARREL CRASH CUSHION

REV
 3-75
 6-76
 2-83
 5-88 ①

DRAWING NO.
 4-C-1.01