GENERAL NOTES:

1. GENERAL: Work this Index in accordance with Specification 544 and the "Summary of Permanent Crash Cushions" table in the Plans.

2. TRANSITION PANEL: Where crash cushions are placed between two-way traffic or adjacent to two-way two-lane traffic, place a Transition Panel from the Concrete Barrier to the Crash Cushion on the downstream side of the barrier end (as shown). Follow the requirements of the APL drawing.

3. MANUFACTURER'S TRANSITION: Construct the proprietary guardrail transition only if shown in the applicable APL drawing. See Note 4 below.

4. STANDARD GUARDRAIL TRANSITION: If the APL drawing does not provide a guardrail transition to w-beam guardrail, construct the Standard Guardrail Transition segment from thrie-beam to w-beam as shown per Sheet 2. This 21'-10½" segment must remain parallel to the roadway.

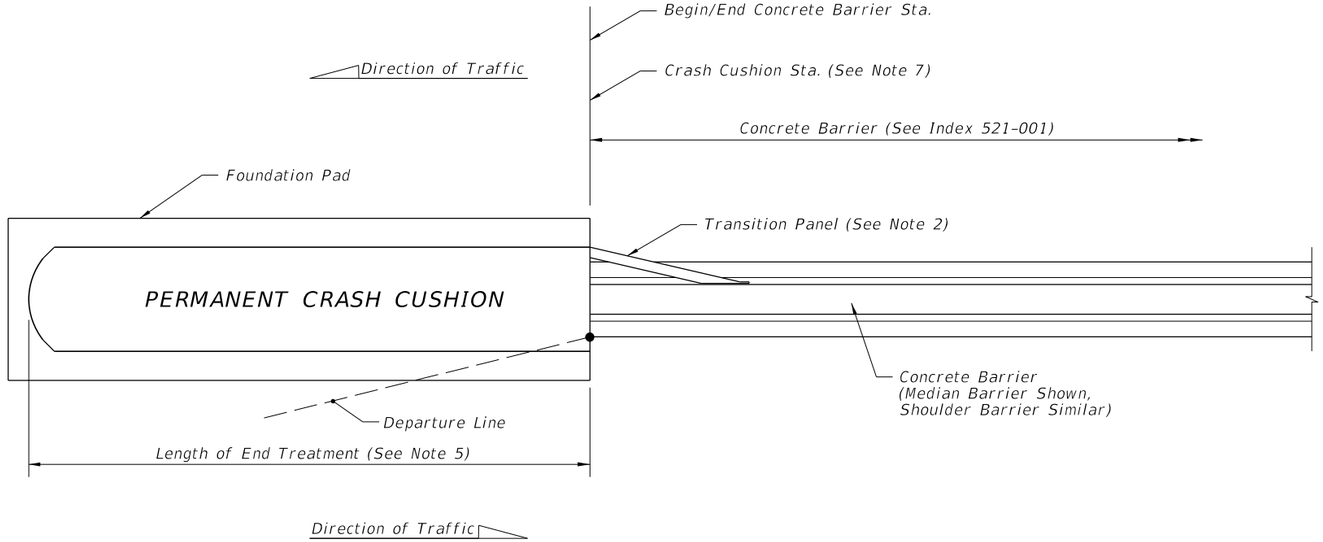
   If the APL drawing does provide a guardrail transition to w-beam guardrail, replace the Standard Guardrail Transition segment with a w-beam guardrail segment at 6'-3" post spacing, except that Post (10) will remain where shown herein if it is located at a guardrail begin or end taper station callout per the Plans. This 21'-10½" segment must also remain parallel to the roadway.

5. LENGTH OF END TREATMENT: For Crash Cushions, the Length of End Treatment includes all proprietary elements of the design as shown in the APL drawing, including the manufacturer's transition of guardrail if applicable.

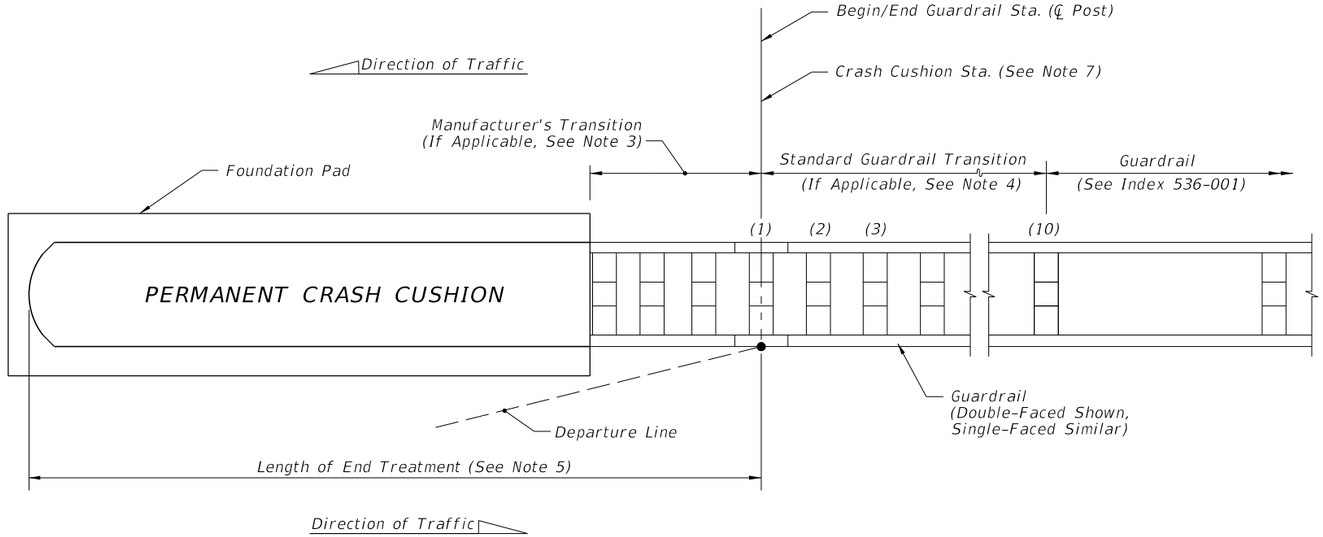
   The actual Length of End Treatment varies per Crash Cushion type, but an estimated Length of End Treatment is generally shown in the Plans to provide sufficient space for the Contractor's option of differing Crash Cushion types.

6. LENGTH RESTRICTION: In the "Summary of Permanent Crash Cushions" table, if a value is provided in the Length Restriction column, then select a Crash Cushion from the APL which has a Length of End Treatment less than or equal to the value shown. If the table instead shows not applicable (N/A), then Crash Cushion selection is unrestricted regarding length.

7. CRASH CUSHION STATION: The Crash Cushion Station point shown herein corresponds to the station provided in the "Summary of Permanent Crash Cushions" table in the Plans.



CONCRETE BARRIER APPLICATION



GUARDRAIL APPLICATION

PERMANENT CRASH CUSHION APPLICATIONS

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/18			FY 2019-20 STANDARD PLANS	CRASH CUSHION DETAILS	544-001	1 of 2

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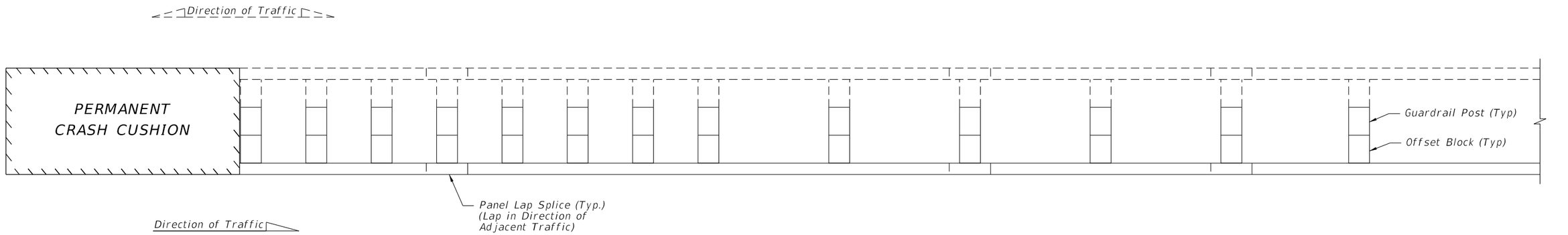
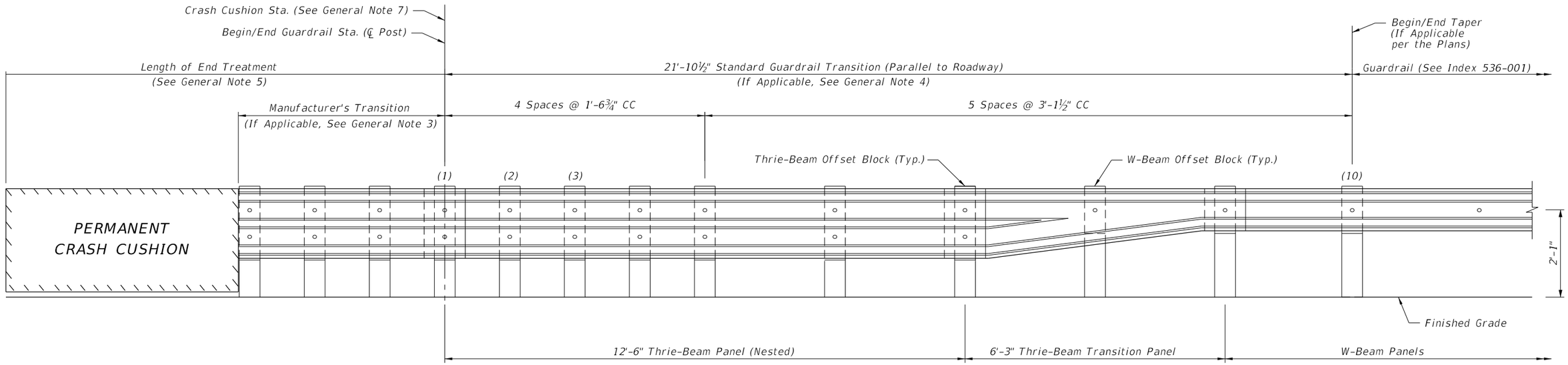


PLAN VIEW



ELEVATION VIEW

NOTE:
Work this Sheet with the details and General Notes on Sheet 1.

STANDARD GUARDRAIL TRANSITION

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2019-20 STANDARD PLANS	CRASH CUSHION DETAILS	INDEX	SHEET
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