REACT 350®
Narrow (36”)

Product Description Manual

Part No. 116513B

Revision B August 2013

TRINITY
HIGHWAY PRODUCTS
ENERGY ABSORPTION SYSTEMS

REACT 350®
Narrow (36”)

Product Description Manual

TRINITY
HIGHWAY PRODUCTS
ENERGY ABSORPTION SYSTEMS
2525 Stemmons Freeway
Dallas, Texas 75207

Important: These instructions are to be used only in conjunction with the assembly, maintenance, and repair of the specified REACT 350® Narrow system. These instructions are for standard assembly specified by the appropriate highway authority only. In the event the specified system assembly, maintenance, or repair would require a deviation from standard assembly parameters, contact the appropriate highway authority engineer. This system has been accepted by the Federal Highway Administration for use on the national highway system under strict criteria utilized by that agency. Energy Absorption Systems representatives are available for consultation if required.

This Manual must be available to the worker overseeing and/or assembling the product at all times. For additional copies, contact Energy Absorption Systems at (888) 323-6374 or download from websites below.

The instructions contained in this Manual supersede all previous information and Manuals. All information, illustrations, and specifications in this Manual are based on the latest REACT 350® Narrow system information available to Energy Absorption Systems at the time of printing. We reserve the right to make changes at any time. Please contact Energy Absorption Systems to confirm that you are referring to the most current instructions.

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Customer Service Contacts

Energy Absorption Systems is committed to the highest level of customer service. Feedback regarding the REACT 350® Narrow system, its assembly procedures, supporting documentation, and performance is always welcome. Additional information can be obtained from the contact information below:

Energy Absorption Systems:

Telephone:	(888) 323-6374 (USA Only) (214) 589-8140 (USA or International)
E-mail:	customerservice@energyabsorption.com
Internet: Energy Absorption Systems Trinity Highway Products, LLC	http://www.energyabsorption.com http://www.highwayguardrail.com

Important Introductory Notes

Proper assembly of the REACT 350® Narrow system is essential to achieve performance of the system under appropriate federal and state criteria. These instructions should be read in their entirety and understood before assembling the REACT 350® Narrow system. These instructions are to be used only in conjunction with the assembly of the REACT 350® Narrow system and are for standard assemblies only as specified by the applicable highway authority. In the event your system assembly requires or involves deviation from standard parameters or, during the assembly process a question arises, please contact the appropriate highway authority that specified this system at this particular location for guidance. Energy Absorption Systems is available for consultation with that agency. These instructions are intended for an individual who is qualified to both read and accurately interpret them as written. They are intended for the individual who is experienced and skilled in the assembly of highway products which are specified and selected by the highway authority.

A set of product drawings will be supplied by Energy Absorption Systems. The drawings will be for each section of the assembly. These drawings should be reviewed and studied thoroughly by a qualified individual who is skilled in interpreting them before the start of any assembly.

Important: Read safety instructions thoroughly and follow the assembly directions and suggested safe practices before assembling, maintaining, or repairing REACT 350® Narrow system. Failure to follow this warning can result in serious injury or death to workers and/or bystanders. It further compromises the acceptance of this system by the FHWA. Please keep these instructions for later use.

Warning: Ensure that all of the REACT 350® Narrow system Warnings, Cautions, and Important statements within the REACT 350® Narrow Manual are completely followed. Failure to follow this warning could result in serious injury or death in the event of a collision.

Recommended Safety Rules for Assembly

*** Important Safety Instructions ***

This Manual must be kept in a location where it is readily available to persons who are skilled and experienced in the assembly, maintenance, or repair of the REACT 350® Narrow system. Additional copies of this Manual are immediately available from Energy Absorption Systems by calling (888) 323-6374 or by email at customerservice@energyabsorption.com. This Manual may also be downloaded directly from the websites indicated below. Please contact Energy Absorption Systems if you have any questions concerning the information in this Manual or about the REACT 350® Narrow system.

Always use appropriate safety precautions when operating power equipment, mixing chemicals, and when moving heavy equipment or the REACT 350® Narrow components. Gloves, safety goggles, safety toe shoes, and back protection should be used.

Safety measures incorporating traffic control devices specified by the highway authority must be used to provide safety for personnel while at the assembly, maintenance, or repair site.

Safety Symbols

This section describes the safety symbols that appear in this REACT 350® Narrow Manual. Read the Manual for complete safety, assembly, operating, maintenance, repair, and service information.

Symbol	Meaning
	**Safety Alert Symbol:** Indicates Danger, Warning, or Caution. Failure to read and follow the Danger, Warning, Safety, or Caution indicators could result in serious injury or death to the workers and/or bystanders.

Warnings and Cautions

Read all instructions before assembling, maintaining, or repairing the REACT 350® Narrow system.

Warning: Do not assemble, maintain, or repair the REACT 350® Narrow system until you have read this Manual thoroughly and completely understand it. Ensure that all Warnings, Cautions, and Important Statements within the Manual are completely followed. Please call Energy Absorption Systems at (888) 323-6374 if you do not understand these instructions. Failure to follow this warning could result in serious injury or death in the event of a collision.

Warning: Safety measures incorporating appropriate traffic control devices specified by the highway authority must be used to protect all personnel while at the assembly, maintenance, or repair site. Failure to follow this warning could result in serious injury or death in the event of a collision.

Warning: Use only Energy Absorption Systems parts that are specified herein for the REACT 350® Narrow for assembling, maintaining, or repairing the REACT 350® Narrow system. Do not utilize or otherwise comingle parts from other systems even if those systems are other Energy Absorption Systems or Trinity Highway Products systems. Such configurations have not been tested, nor have they been accepted for use. Assembly, maintenance, or repairs using unspecified parts or accessories is strictly prohibited. Failure to follow this warning could result in serious injury or death in the event of a vehicle impact with an UNACCEPTED system.

Warning: Do NOT modify the REACT 350® Narrow system in any way. Failure to follow this warning could result in serious injury or death in the event of a collision.

Warning: Ensure that the REACT 350® Narrow system and delineation used meet all federal, state, specifying agency, and local specifications. Failure to follow this warning could result in serious injury or death in the event of a collision.

Warning: Ensure that your assembly meets all appropriate Manual on Uniform Traffic Control Devices (MUTCD) and local standards. Failure to follow this warning could result in serious injury or death in the event of a collision.

Limitations and Warnings

Energy Absorption Systems, in compliance with the National Cooperative Highway Research Program 350 (NCHRP Report 350) “Recommended Procedures for the Safety Performance of Highway Safety Features”, contracts with FHWA approved testing facilities to perform crash tests, evaluation of tests, and submittal of results to the Federal Highway Administration for review.

The REACT 350® Narrow system has been approved by FHWA as meeting the requirements and guidelines of NCHRP Report 350 TL-2 (4 Bay system) and TL-3 (9 Bay system). These tests, typically evaluate product performance by utilizing established criteria impacts involving a typical range of vehicles on our roadways, from lightweight cars (approx. 820 kg [1800 lb.]) to full size pickup trucks (approx. 2000 kg [4400 lb.]) as specified by the FHWA. A product can be certified for multiple Test Levels. The REACT 350® Narrow is certified to the Test Level(s) as shown below:

Test Level 2: 70 km/h [43 mph]
Test Level 3: 100 km/h [62 mph]

These FHWA directed tests are not intended to represent the performance of systems when impacted by every vehicle type or every impact condition existing on the roadway. This system is tested only to the test matrix criteria of NCHRP 350 as approved by FHWA.

Energy Absorption Systems does not represent nor warrant that the results of these NCHRP tests show that vehicle impacts with the products in other conditions would necessarily avoid injury to person(s) or property. Impacts that exceed criteria capabilities of the product may not result in acceptable impact performance as outlined in NCHRP Report 350, relative to structural adequacy, occupant risk, and vehicle trajectory. Energy Absorption Systems expressly disclaims any warranty or liability for injury or damage to persons or property resulting from any impact, collision, or harmful contact with products, other vehicles, or nearby hazards or objects by any vehicle, object or person, whether or not the products were assembled by or under the direction of Energy Absorption Systems or by third parties.

The REACT 350® Narrow system is intended to be assembled, delineated, and maintained in accordance with specific state and federal guidelines. It is important to select the most appropriate product configuration for a site. The appropriate highway authority approved engineer should be careful to properly select, assemble, and maintain the product. Careful evaluation of the site geometry, vehicle population type, speed, traffic direction, and visibility are some of the elements that require evaluation in the proper selection of a safety appurtenance. For example, assemblies on curbs have not been tested, nor evaluated and should not be permitted. Before assembly of this system at any location, these issues need to be fully discussed with the appropriate highway authority planning and specifying the installation.

After an impact occurs, the product should be restored to its original condition as soon as possible. When a potentially reusable highway product is impacted, it is still necessary to restore the product to its original length and inspect all the components as necessary. What constitutes a potentially reusable highway product should only be determined by a trained engineer, experienced in highway products, directed by the DOT, or other appropriate local highway authority.

System Overview

The REACT 350® Narrow is a potentially reusable, redirective, non-gating crash cushion for hazards ranging in width from 203 mm to 914 mm (8" to 36"). It consists of high molecular weight, high density polyethylene (HMW/HDPE), energy-absorbing Cylinders. Again, the decision as to whether this product is reusable after impact rests within the sound discretion of the trained engineer, experienced in highway products, who is working at the direction of the local DOT, or appropriate highway authority which specified and now owns the product.

The REACT 350® Narrow system utilizes three types of cylinders in a “staged” configuration to address both lighter cars and heavier, high center-of-gravity vehicles. Its modular design allows the system length to be tailored to the design speed of a site. Refer to this REACT 350® Narrow Product Description Manual to determine the appropriate length system for a given speed.

Impact Performance

The 4 Cylinder REACT 350® Narrow (TL-2) system has successfully passed the requirements stipulated in NCHRP Report 350, with both the light car and pickup at speeds of up to 70 km/h [43 mph] at angles up to 20 degrees

The 9 Cylinder REACT 350® Narrow (TL-3) system has successfully passed the requirements stipulated in NCHRP Report 350, with both the light car and pickup at speeds of up to 100 km/h [62 mph] at angles up to 20 degrees.

During head-on impacts, within the above-referenced NCHRP criteria, the REACT 350® Narrow Cylinders have been shown to compress rearward to absorb the energy of impact. When impacted from the side, within same criteria, it was shown to redirect the vehicle back toward its original travel path and away from the hazard.

System Overview

Two Backup options are available to further meet specific requirements of each location. A Self-Contained Backup is available, or the system can be mounted to a new or existing Concrete Backup. In some locations, either Backup type may be appropriate (See Page 8).

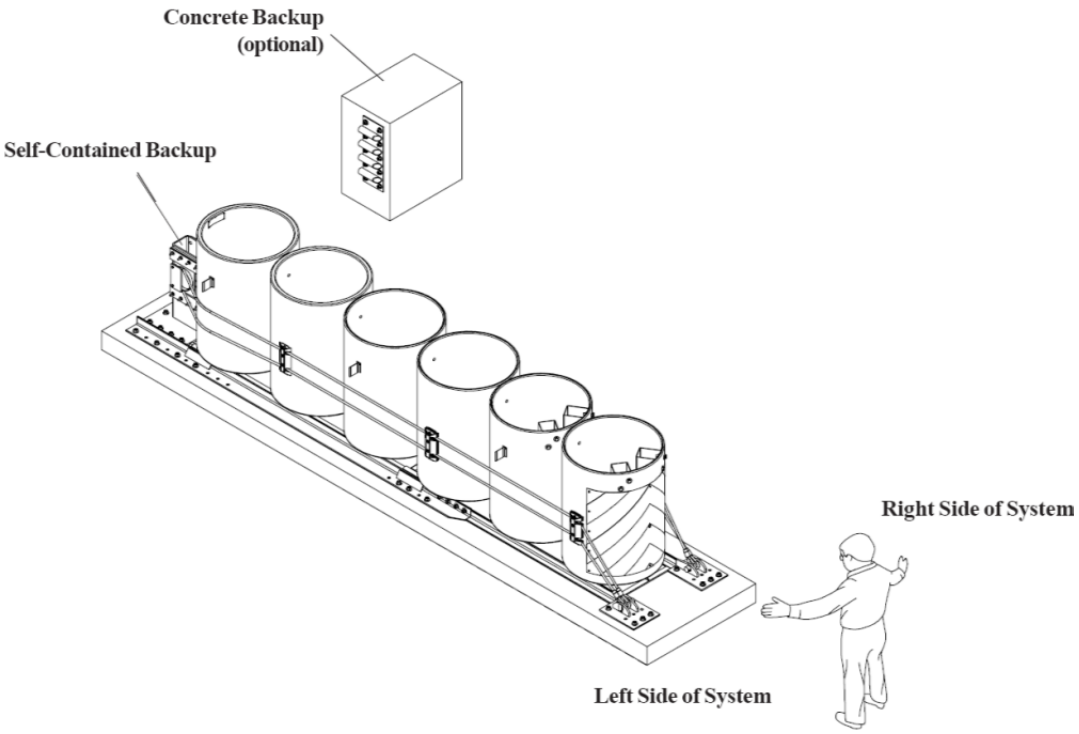


Figure 1
REACT 350 (36") with Self-Contained Backup

REACT 350® Narrow Criteria

The REACT 350® Narrow is available with a Self-contained Backup or may be attached to a Concrete Backup (See Figures 2 and 3 along with the Backup Assembly drawings to determine which type of Backup is appropriate).

Self-Contained Backup

REACT 350® Narrow with a Self-Contained "Steel Tube" Backup requires two Cables, one Cable on each side of the Cylinders. These Cables begin at the front of the system, travel through the Cable Guides on the Cylinders, loop around the Backup structure, travel back through the Cable Guides, and terminate at the front of the system.

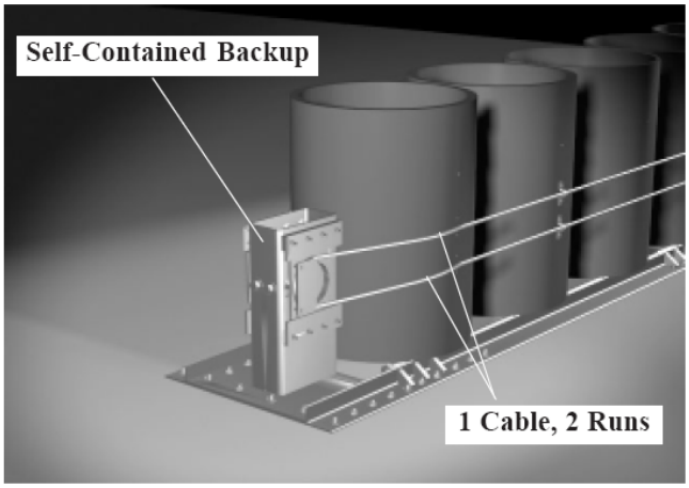


Figure 2
Self-Contained Backup

Concrete Backup

The REACT 350® Narrow system with Concrete Backup requires four Cables. Two Cables on each side of the Cylinders begin at the Side Anchor Plates, travel through the Cable Guides on the Cylinders, loop around the pin on the Front Anchor Plates, travel back through the Cable Guides, and terminate at the Side Anchor Plates. Existing concrete structures may serve as backups for the REACT 350® Narrow provided they meet specific size and strength requirements.

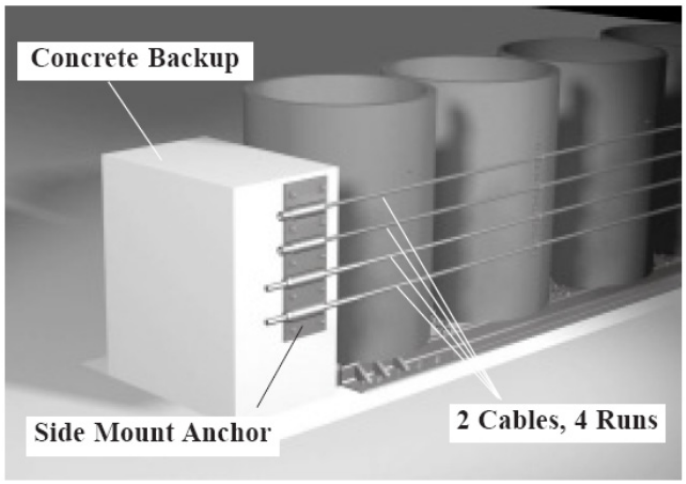


Figure 3
Concrete Backup

Number of Bays

A Bay consists of one Cylinder. The terms Bay and Cylinder may be used interchangeably. The Cylinder at the front of the system (traffic end) is always Bay 1, and each subsequent Bay is sequentially numbered to the rear of the system (hazard end). The standard REACT 350® Narrow is available in 4, 6, and 9 Bay configurations so the length of the system can be custom tailored for the design speed of the roadway.

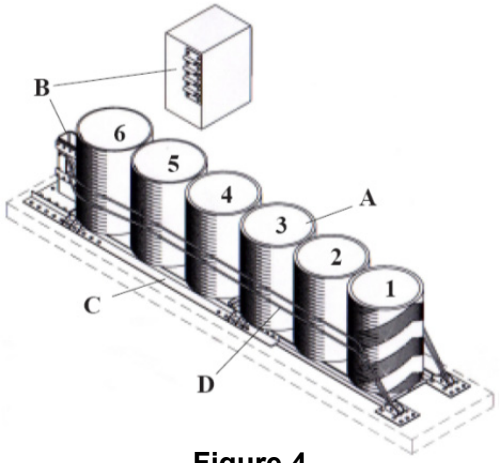


Figure 4
Number of Bays

Key

A. Cylinder/Bay

B. Backup (Self-Contained or Concrete)

C. Steel base track

D. Cables (Quantity varies with Backup)

Foundation Specifications

The REACT 350® Narrow shall be deployed on any of the following Foundations using the specified anchorage:

Permanent Installations

For permanent installations, the REACT 350® Narrow should be installed only on an existing or freshly placed and cured concrete base (28 MPa [4000 psi] minimum). Orientation of the concrete base and the attenuator must comply with the project plans or as otherwise determined by the resident project engineer or appropriate highway authority.

Recommended dimension and reinforcement specifications for new concrete pads can be found on the standard drawings.

Asphalt Installations

For temporary installations in construction zones, REACT 350® Narrow may be installed on asphalt. Only systems with a Self-Contained Backup may be installed on asphalt. Provide a minimum of 76 mm [3”] layer of asphalt over a minimum of 76 mm [3”] layer of Portland Cement Concrete, 152 mm [6”] layer of asphalt over 152 mm [6”] layer of subbase, or 203 mm [8”] layer of asphalt with no subbase or 460 mm [18”] threaded rods, installed with the two-part MP-3® grout must be used for these foundations.

Important: Systems mounted on asphalt must be replaced and mounted on fresh, undisturbed asphalt if more than 10% of anchors are found to be loose, broken, or show signs of pull out. If 10% or fewer anchors are damaged, replace the damaged anchors in the existing asphalt. Anchor bolts used on systems mounted on asphalt must be inspected every 6 months. See Post Impact Instructions and Maintenance and Repair instructions in the REACT 350® Narrow Assembly Manual for details.

The REACT 350® Narrow system may be installed on any of the following foundations using the specified anchorage:

Foundation A: Concrete Pad or Roadway

Foundation: 150 mm [6"] minimum depth Portland Cement Concrete (P.C.C.)
Anchorage: MP-3® with 180 mm [7"] studs 140 mm [5.5"] embedment

Foundation B: Asphalt over P.C.C.

Foundation: 76 mm [3”] minimum asphalt concrete (A.C.) over 76 mm [3”] minimum P.C.C.

Anchorage: Length of anchor required is 180 mm [18"] 420 mm [16.5”] embedment

Foundation C: Asphalt over Subbase

Foundation: 150 mm [6"] minimum A.C. over 150 mm [6"] minimum Compacted Subbase (C.S.)
Anchorage: MP-3 with 460 mm [18"] studs 420 mm [16.5"] embedment

Foundation D: Asphalt Only

Foundation: 200 mm [8"] minimum A.C.
Anchorage: MP-3 with 460 mm [18"] studs - 420 mm [16.5"] embedment

Foundation Specifications

for Foundations A, B, C and D mentioned above:

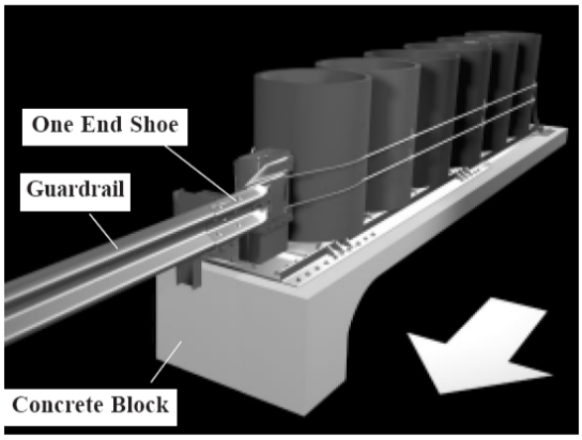


Figure 5
Below-Grade Anchor Block

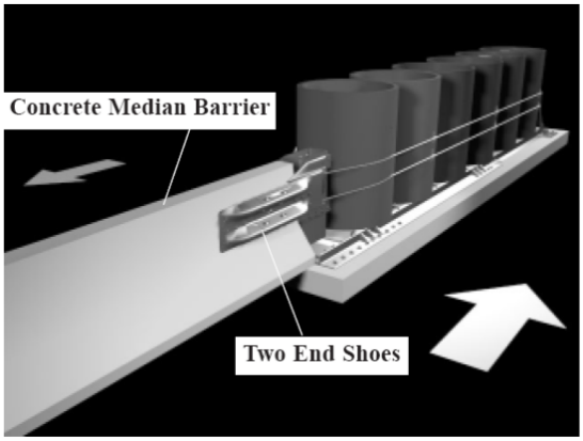


Figure 6
No Anchor Block Needed

A. C. (Asphalt Concrete)

AR-4000 A. C. (per ASTM D3381 '83) .75" Maximum, Medium (Type A or B) aggregate

Sieve Size	Operating Range (%) Passing
1"	100
3/4"	95-100
3/8"	65-80
No. 4	49-54
No. 8 3	6-40
No. 30 1	8-21
No. 200	3-8

Caution: Walk-up inspections are recommended at least once every six months for installations on asphalt.

P.C.C. (Portland Cement Concrete)

Stone aggregate concrete mix

4000 psi minimum compressive strength

(Sampling per ASTM C31-84 or ASTM C42-84a, testing per ASTM C39-84)

C.S. (Compacted Subbase)

150 mm [6"] minimum depth 95% compaction

Class 2 aggregate

Sieve Size	Moving Average % Passing
3"	100
2 1/2"	90-100
No. 4	40-90
No. 200	0-25

Special Site Conditions

Contact Energy Absorption Systems Customer Service Department if you would like assistance with your application as proper model selection is essential to the performance of the REACT 350® Narrow system. You will need to answer the following questions:

1. Are curbs, islands, or elevated objects (delineators or signs) present at the site? What height and width are they? All curbs and elevated objects should be removed. Curbs should be removed from behind the Backup to approximately 15 m [50'] in front of the REACT 350® Narrow system. Any curbs that must remain should be 102 mm [4"] maximum and be mountable. Signs should not interfere with the system's ability to collapse. Generally, a vehicle should not interact with the two appurtenances at the same time. Allow for adequate spacing.
2. If the deployment site is a gore area, place where two roads diverge, what is the angle of divergence?
3. What is the general geometry of the site? Include the roadway for 150 m [500'] in front of the hazard, so traffic patterns can be visualized.
4. Is there an existing guardrail or median barrier at the site?
5. What is the width of the hazard to be protected?
6. Will there be traffic approaching from the rear of the system? Is the system in a two-way traffic situation with traffic going in opposite directions on either side of the system? Or, is the system on the side of the road where cross over traffic is a concern? If so, a transition from the hazard to the rear of the system may be necessary to prevent a vehicle from interacting on the rear of the system. See Bidirectional Traffic on Page 16.
7. Are there any other unique features at the site that may affect the positioning or performance of the REACT 350® Narrow system?

Other Factors That May Affect Your Assembly:

1. The existence of drain inlets or buried culvert pipe.
2. Junction boxes or other appurtenances located near the hazard.
3. Insufficient space for the length of system preferred.
4. The location and movement of expansion joints.
5. Breaking cross-slopes under or near the proposed assembly or severe cross-slope under the system. Provide leveling to 8% maximum slope (See Figure 7). Often a system can be moved further forward to a more level site. Transitioning may be extended back to the existing hazard to accommodate the site.

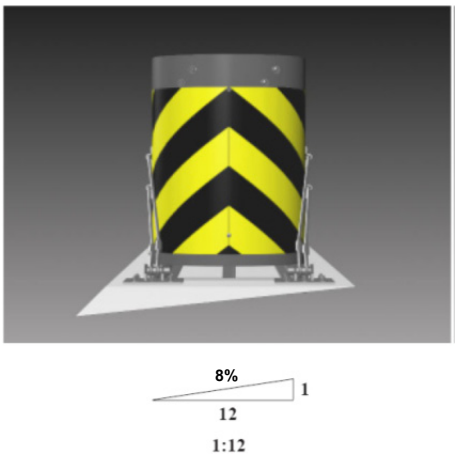


Figure 7
Cross Slope

REACT 350® Narrow standard model numbers

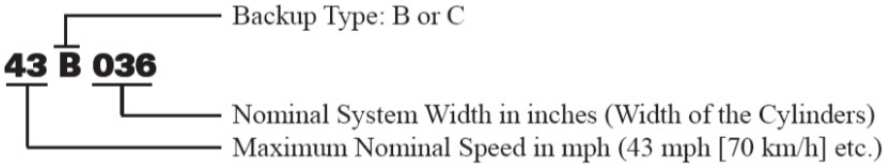
Reference	Model No.	# of Bays	System Length		Max. Design Speed	
			Meters	Feet-Inches	km/h	mph
REACT 350.4	43B36	4	4.64	15’ 3”	70	43
	43C036	4	4.19	13’ 8 3/4"	70	43
REACT 350.6	55B036	6	6.47	21’ 2 3/4"	89	55
	55C036	6	6.02	19’ 8 3/4"	89	55
REACT 350.9	62B036	9	9.21	30’ 2 3/4"	100	62
	62C036	9	8.76	28’ 8 3/4"	100	62
REACT 350.9HS	70B036	9	9.21	30’ 2 3/4"	113	70
	70C036	9	9.21	30’ 2 3/4"	113	70

Warning: Shaded area denotes system not tested to NCHRP Report 350 standards. NCHRP Report 350 does not outline test criteria for speeds in excess of 100 km/h (62 mph). REACT 350.9HS is identical to the REACT 350.9 except it utilizes different cylinder thicknesses. REACT 350.9HS is expected to comply with NCHRP Report 350 TL-3 requirements and offer additional capacity for impacts up to 115 km/h [70 mph].

Impact conditions which differ from those described in the NCHRP Report 350 test matrix for non-gating redirective crash cushions may result in different crash results than those encountered in testing. Furthermore, impacts in excess of TL-3 impact severity or the existence of unusual impact conditions such as vehicle instability resulting from traversing curbs or excessive cross-slopes prior to impact may compromise crash performance and have not been crash tested. Performance criteria relative to structural adequacy, occupant risk, and vehicle trajectory may not meet NCHRP 350 evaluation criteria.

Model Number Description

B	C
Self-Contained Steel Backup	**Concrete Backup with side mount anchors**
Typical hazard width 203 mm [8”] (Safety Shape Barrier)	**Max. hazard width 914 mm [36”]**



Self-Contained Backup

Overview

The REACT 350® Narrow system, with a Self-Contained Backup, is designed to minimize installation time. This type of system arrives at the site fully assembled. The assembly crew needs only to lift and place the system in front of the barrier, then drill and set the anchors. (Refer to the Assembly Manual for a complete list of instructions.)

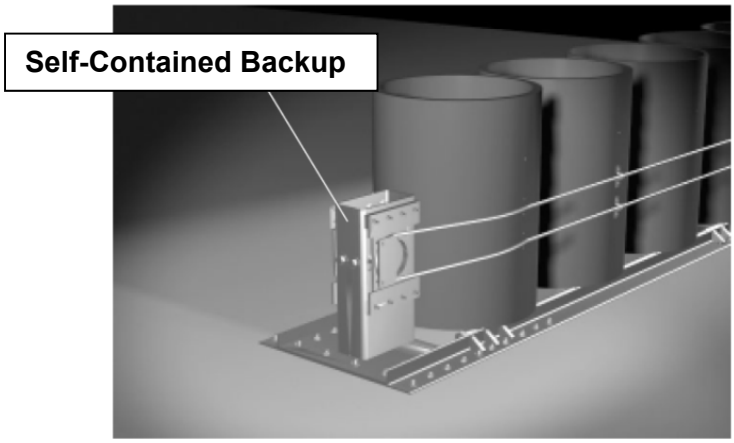


Figure 8
Self-Contained Backup

Hazard Width

The REACT 350® Narrow, with a Self-Contained Backup, can shield obstacles in gore, non-gore, and bidirectional applications (See Bidirectional Traffic and Offsetting the System on Pages 17 and 18).

When shielding median barriers, a Self-contained Backup system may be used if the base or "toe" of the barrier is tapered (See Figure 9). Contact Energy Absorption Systems for more information (See Page 3).

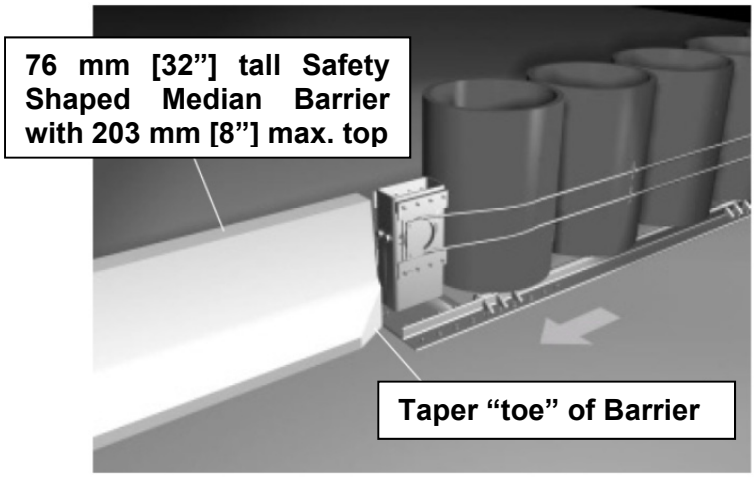


Figure 9
Taper

Guardrail Attachment

Hardware is available to mount W-Beam Guardrail or a safety shaped barrier to the Self-Contained Backup of the REACT 350® Narrow system. A Folded Transition Plate and W-Beam Connector can mount to either or both sides of the Backup assembly (See Figure 10). If bidirectional traffic is present, special post spacing, rail, and rubrail will be required for Guardrail.

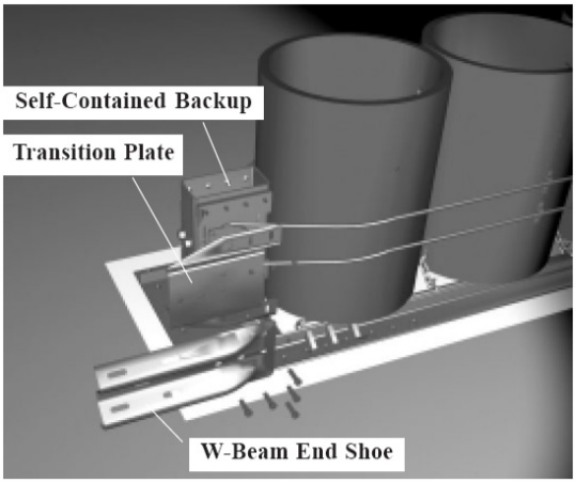


Figure 10
Guardrail Attachment Hardware

Bidirectional Traffic

If bidirectional traffic (vehicles traveling opposite directions on either side of the system) is present, special considerations need to be taken when placing the system. It is important that the Self-Contained Backup does not become a hazard to the reverse direction traffic. If a system is placed in a location where traffic will be approaching from the rear of the system, transition hardware may be required. Optionally, if space permits, the REACT 350® Narrow may be offset such that the Backup structure is shielded by the hazard (See Offsetting the System). Guardrail transition hardware may also be used.

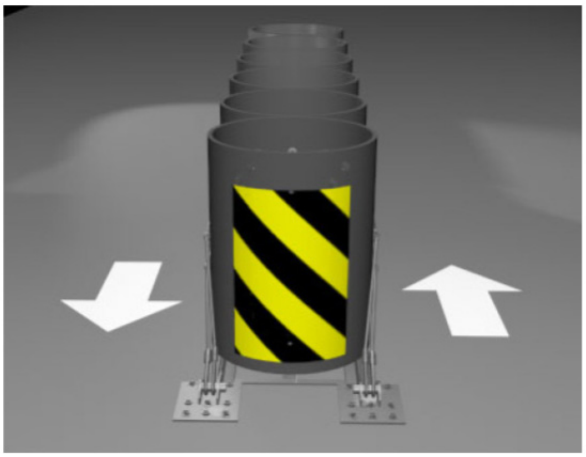


Figure 11
Bidirectional Traffic

Offsetting the System

The REACT 350® Narrow system, with a Self-Contained Backup, may be offset from the center of the hazard if space permits. Offsetting may be necessary for two reasons.

1) To shield a hazard wider than 200 mm [8”]
2) If bidirectional traffic is present

When offsetting the system, align the vertical face of the Backup structure with the face of the barrier (See Figure 12). With this method, REACT 350® Narrow with Self-Contained Backup can shield hazards wider than 200 mm [8”]. If a wider hazard is present or if bidirectional traffic is present a Concrete Backup may be required. Contact Energy Absorption Systems Customer Service Department for offsetting input questions (See Page 3).

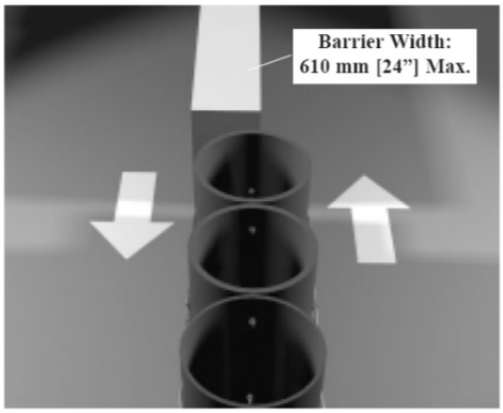


Figure 12
Offset

Concrete Backup

Overview

The REACT 350® Narrow is also designed to mount directly to a new or existing Concrete Backup. This type of system requires slightly more deployment time, as the cables must be assembled on site. Refer to the Assembly Manual for a complete list of instructions. Existing Concrete Backups must be a minimum of 1 m [40”] high, 610 mm [24”] long, and 762 mm [30”] to 914 mm [36”] wide, with 28 day curing strength of 28 MPa (4000 psi) and fully reinforced. If your existing structure does not meet these minimums, special hardware and designs may be available for them. You may Contact Energy Absorption Systems Customer Service Department with your site information if you would like input (See Page 3).

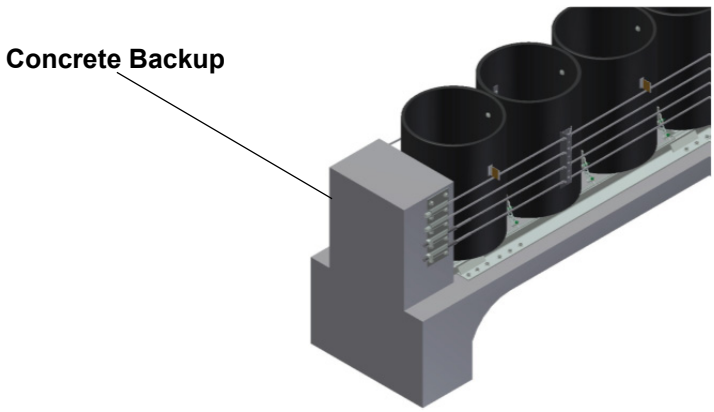


Figure 13
Concrete Backup

Hazard Width

The REACT 350® Narrow with a Concrete Backup is intended to protect obstacles up to 914 mm [36”] wide. The Backup must be 762 mm [30”] to 914 mm [36”] wide to use standard Side Anchor hardware.

Bidirectional Traffic

If bidirectional traffic (vehicles traveling opposite directions on either side of the system) is present, special consideration needs to be taken when placing the system. It is important that the Concrete Backup itself does not become a hazard to the reverse direction traffic. If a system is placed in a location where traffic will be approaching from the rear of the system, the Backup should not protrude beyond the hazard being shielded. Concrete tapering may be required. Also, an additional standard Side Anchor plate should be rotated 180 degrees and placed behind the First Anchor Plate (See Figure 14). In this case, the Backup must be 762 mm [30”] long.

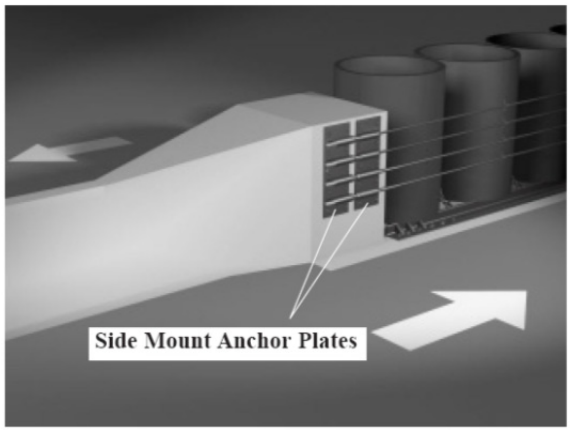


Figure 14
Asphalt/Concrete

Joints

The REACT 350® Narrow system may span longitudinal joints; however, custom hardware will be required.

The REACT 350® Narrow system may also span a Transverse Joint if the joint falls under the front section of base track (See Figure 15). The front section of base track should be cut, after assembly, so as not to span the joint with structural steel. Never cut the rear section of base track. The joint movement must be limited to 38 mm [1.5”]. Four Cylinder systems do not have a front section of base track that can be cut.

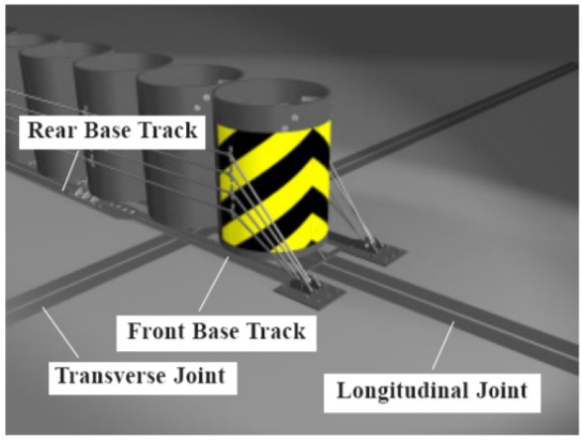
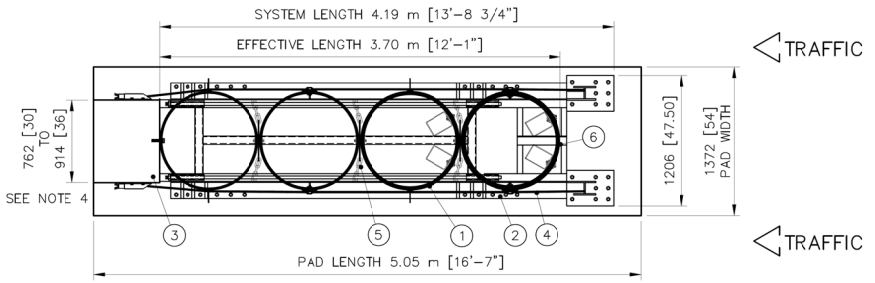
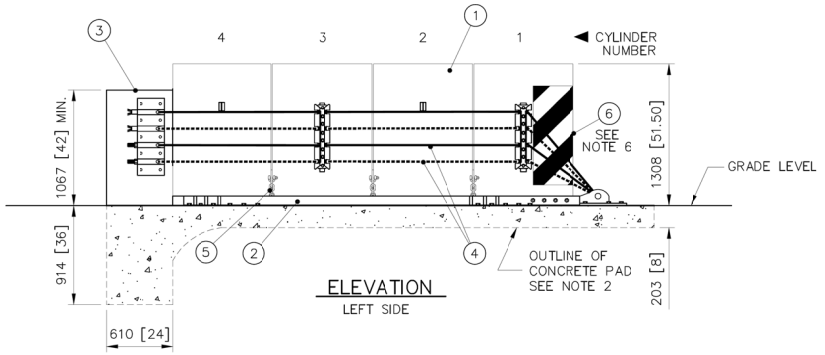


Figure 15
Longitudinal or Transverse Joints

DWG R43C036U



PLAN



ELEVATION
LEFT SIDE

NOTES:
1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY, MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG OR MIN. 178 [7.00] REINFORCED DECK STRUCTURE.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

UNIDIRECTIONAL
MODEL NO. 43C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
AASHTO WAS 1996, DELETED TRAN. REF.	4/02/04	E	SDC	STT	ACF
ADDED DECK STRUCTURE TO NOTE 2	6/18/09	F	STT	KRM	PLK
ECO 2760; UPDATED CABLE GUIDES	9/11/09	G	CDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605020
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	70 km/h [43 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	616084
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN: L. Corker	DATE: 12/22/99	
DESIGNED: ---	DATE: ---	
CHECKED: ---	DATE: ---	
APPROVED: D. Alberson	DATE: 09/28/00	
CAD FILE: R43C036U.dwg		

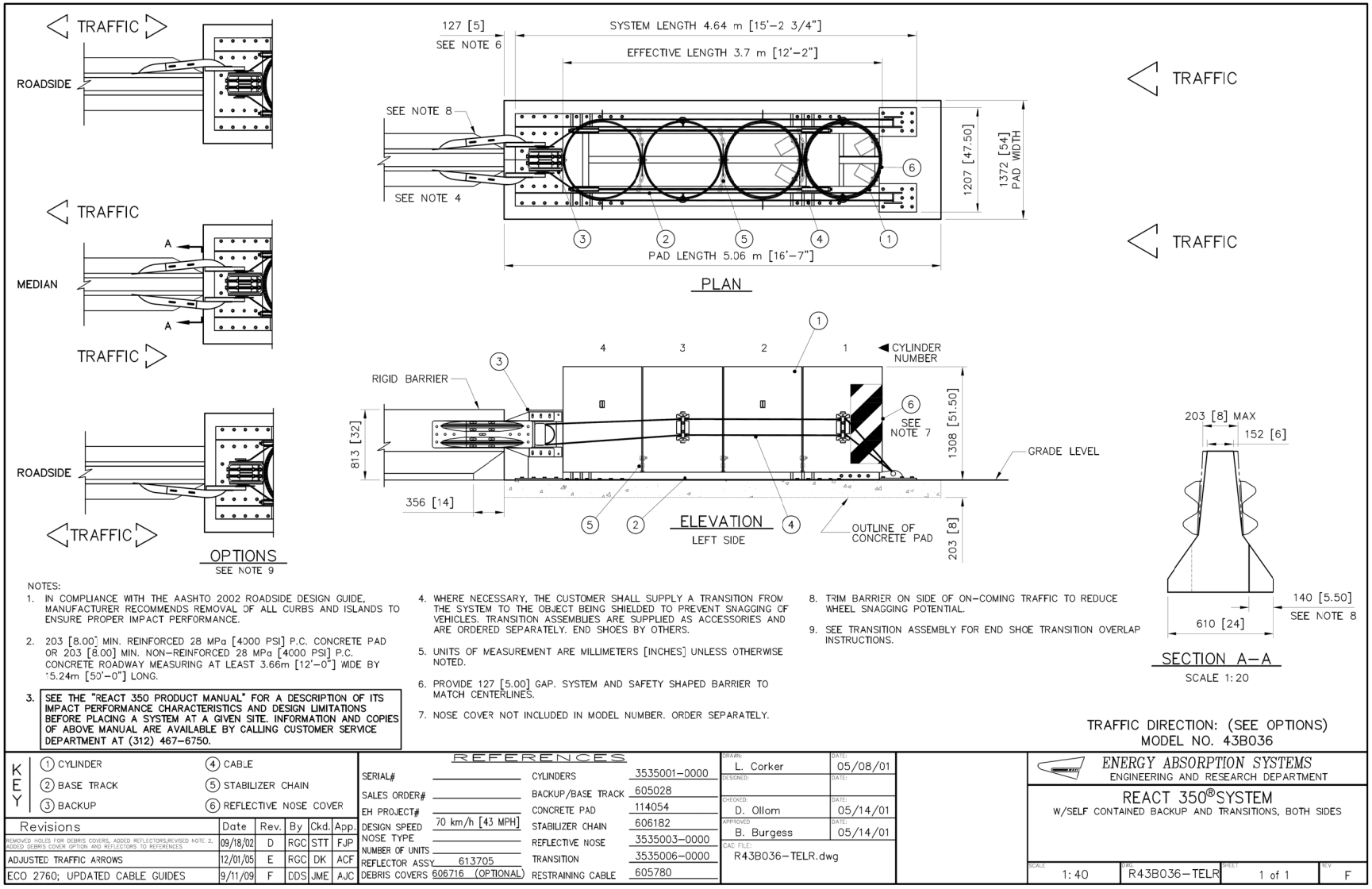
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/CONCRETE BACKUP

SCALE	DWG.	SHEET	REV.
1:40	R43C036U	1 of 1	G

REACT 350®, TL-2 w/Concrete Backup, Uni-Directional

DWG R43B036-TELR



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON–REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'–0"] WIDE BY 15.24m [50'–0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467–6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY. END SHOES BY OTHERS.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. PROVIDE 127 [5.00] GAP. SYSTEM AND SAFETY SHAPED BARRIER TO MATCH CENTERLINES.
7. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
8. TRIM BARRIER ON SIDE OF ON–COMING TRAFFIC TO REDUCE WHEEL SNAGGING POTENTIAL.
9. SEE TRANSITION ASSEMBLY FOR END SHOE TRANSITION OVERLAP INSTRUCTIONS.

TRAFFIC DIRECTION: (SEE OPTIONS)
MODEL NO. 43B036

KEY

① CYLINDER	④ CABLE
② BASE TRACK	⑤ STABILIZER CHAIN
③ BACKUP	⑥ REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	D	RGC	STT	FJP
ADJUSTED TRAFFIC ARROWS	12/01/05	E	RGC	DK	ACF
ECO 2760; UPDATED CABLE GUIDES	9/11/09	F	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001–0000
SALES ORDER#		BACKUP/BASE TRACK	605028
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	70 km/h [43 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003–0000
NUMBER OF UNITS		TRANSITION	3535006–0000
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN: L. Corker	DATE: 05/08/01	
DESIGNED:	DATE:	
CHECKED: D. Ollom	DATE: 05/14/01	
APPROVED: B. Burgess	DATE: 05/14/01	
CAD FILE: R43B036–TELR.dwg		

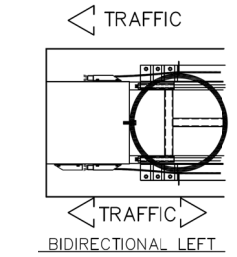
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

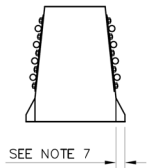
REACT 350®SYSTEM
W/SELF CONTAINED BACKUP AND TRANSITIONS, BOTH SIDES

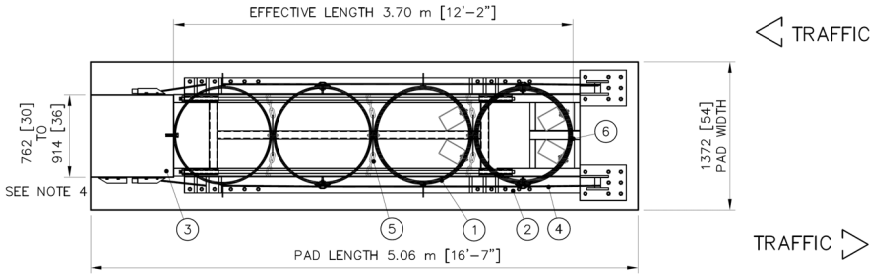
SCALE	DWG	SHEET	REV.
1:40	R43B036–TELR	1 of 1	F

REACT 350®, TL-2 w/Self-Contained Backup and Transition, Multi-Directional

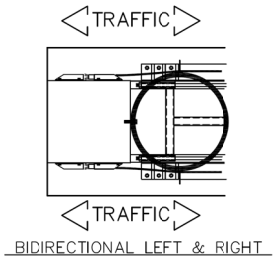
DWG R43C036B

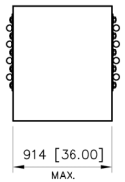


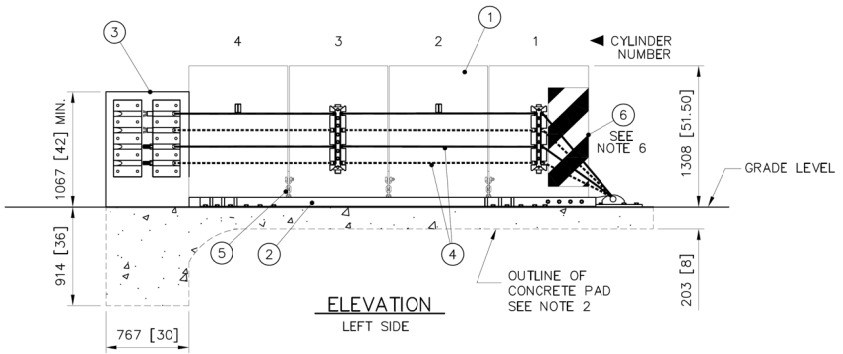




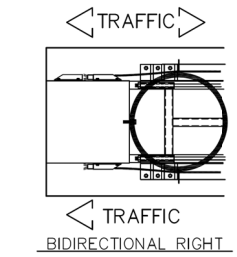
PLAN







ELEVATION
LEFT SIDE



OPTIONS

NOTES:
1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
7. IF BARRIER IS WIDER THAN 914 [36.00], TRIM BARRIER AT SIDE OF ONCOMING TRAFFIC AS NECESSARY TO PREVENT WHEEL SNAGGING.

BIDIRECTIONAL
MODEL NO. 43C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	E	RGC	STT	FJP
ECO 2760; UPDATED CABLE GUIDES	9/11/09	F	DDS	JME	AJC
ADDED: TRAFFIC OPTIONS & NOTE 7	07/12/11	G	RJV	STT	/

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605020
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	70 km/h [43 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	616084
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN: L. Corker	DATE: 09/25/00
DESIGNED: ---	DATE: ---
CHECKED: ---	DATE: ---
APPROVED: D. Alberson	DATE: 09/28/00
CAD FILE: R43C036B.dwg	

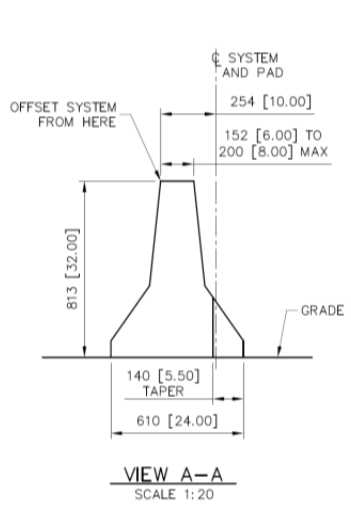
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/CONCRETE BACKUP AND TRANSITION

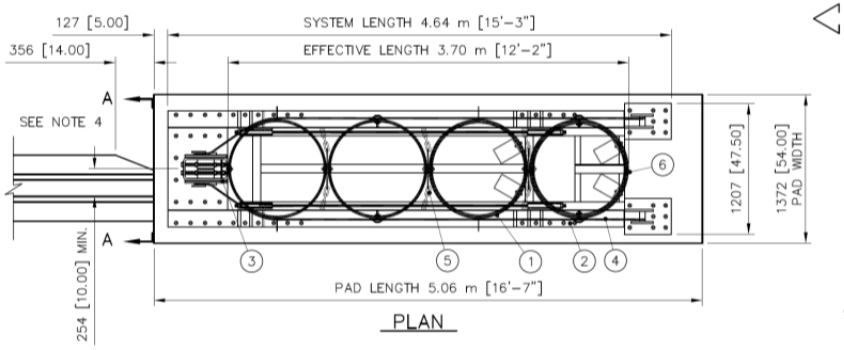
SCALE	DWG	SHEET	REV
1:40	R43C036B	1 of 1	G

REACT 350®, TL-2 w/Concrete Backup and Transition, Multi-Directional

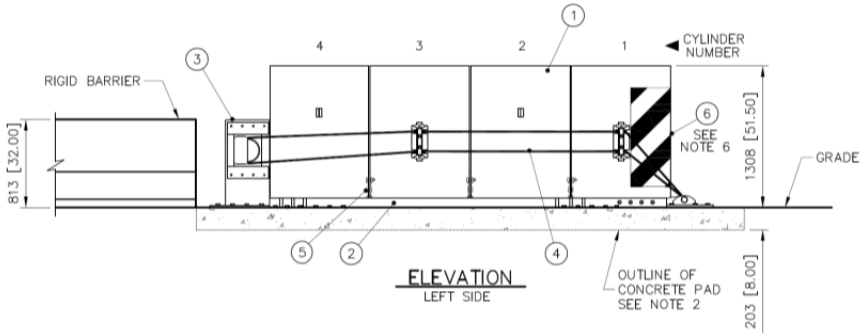
DWG R43B036B



VIEW A–A
SCALE 1:20



PLAN



ELEVATION
LEFT SIDE

NOTES:
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3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467–6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

BIDIRECTIONAL
MODEL NO. 43B036

KEY
① CYLINDER ④ CABLE
② BASE TRACK ⑤ STABILIZER CHAIN
③ BACKUP ⑥ REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REVISED NOTE 2	2/27/02	C	DDW	STT	SPT
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 3, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	D	RGC	STT	FJP
ECO 2760; UPDATED CABLE GUIDES	9/11/09	E	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001–0000
SALES ORDER#		BACKUP/BASE TRACK	3535002–0000
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	70 km/h [43 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003–0000
NUMBER OF UNITS		REFLECTOR ASSY	613705
DEBRIS COVERS	3535079–0000 (OPTIONAL)	RESTRAINING CABLE	605780

DRAWN: D. Kohfeld	DATE: 9/25/00	
DESIGNED: ---	DATE: ---	
CHECKED: ---	DATE: ---	
APPROVED: D. Alberson	DATE: 09/28/00	
CAD FILE: R43B036B.dwg		

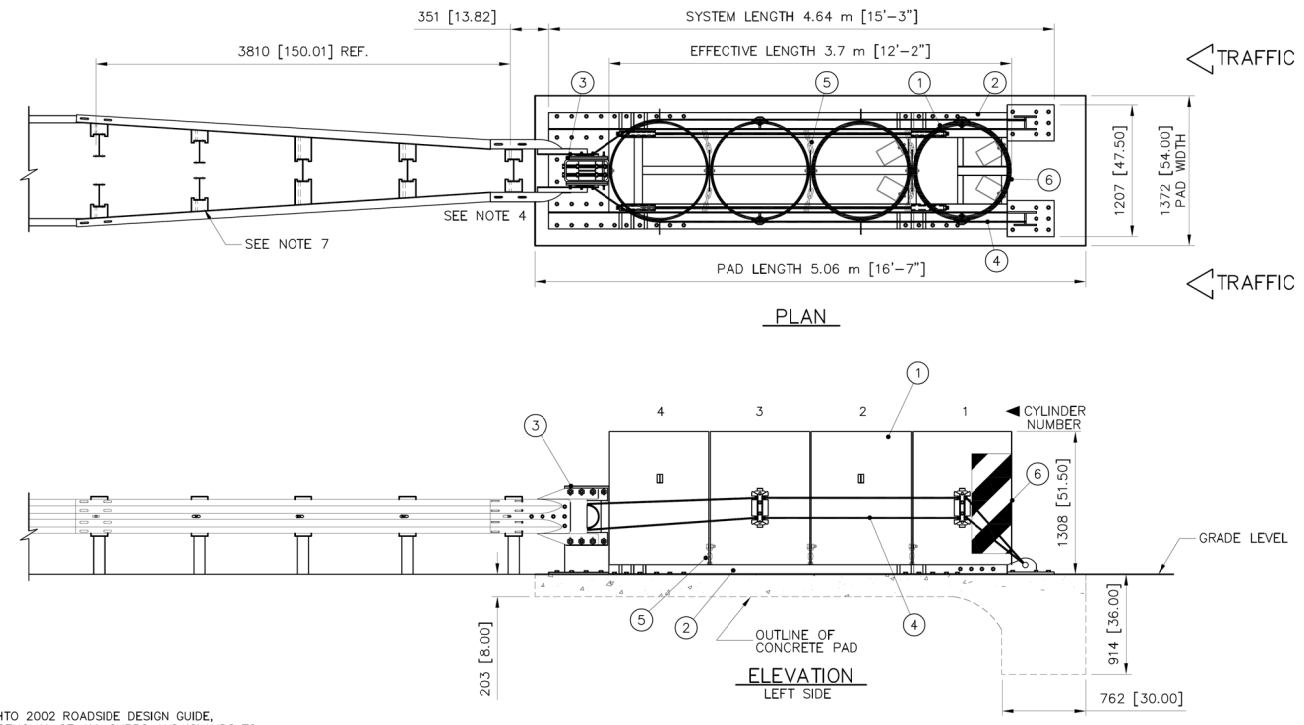
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350® SYSTEM
W/SELF CONTAINED BACKUP

SCALE	DWG	SHEET	REV
1:40	R43B036B	1 of 1	E

REACT 350®, TL-2 w/Self Contained Backup, Bi-Directional, Offset

DWG R43B036U-TLR



NOTES:

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3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (888) 323-6374.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
7. POSTS, BLOCKOUTS, GUARDRAIL AND RELATED FASTENERS SUPPLIED BY OTHERS.

UNIDIRECTIONAL
MODEL NO. 43B036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	C	RGC	STT	FJP
ADDED FOOTING	12/01/05	D	RGC	DK	ACF
ECO 2760; UPDATED CABLE GUIDES	9/11/09	E	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	3535002-0000
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	70 km/h [43 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	3535053-0000
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN: H. Nguyen	DATE: 06/12/01	
DESIGNED: ---	DATE: ---	
CHECKED: D. Ollom	DATE: 06/15/01	
APPROVED: S. Turner	DATE: 06/15/01	
CAD FILE: R43B036U-TLR.dwg		

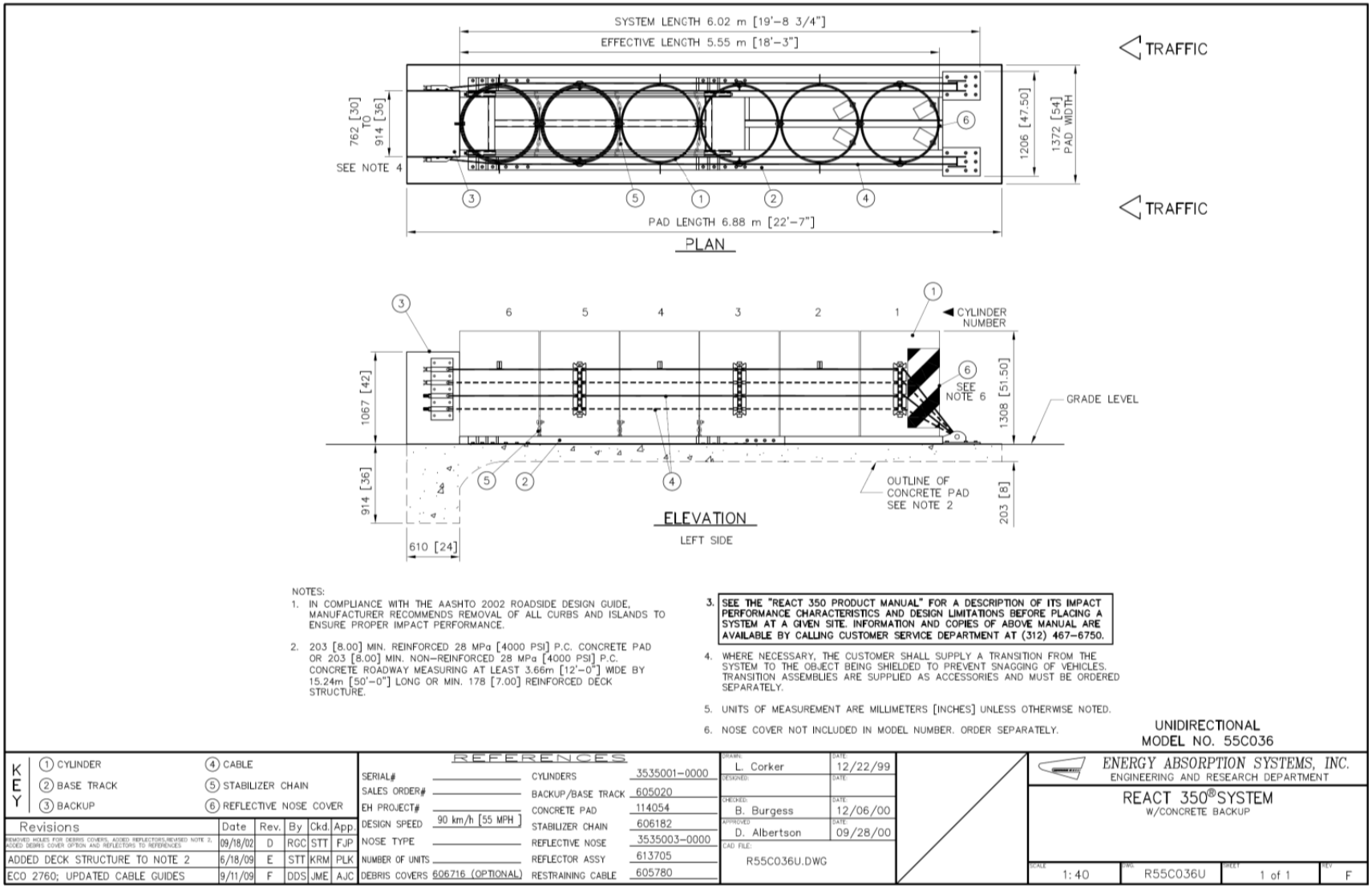
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/SELF CONTAINED BACKUP AND TRANSITION

SCALE	DWG	SHEET	REV.
1:40	R43B036U-TLR	1 of 1	E

REACT 350®, TL-2 w/Self Contained Backup and Guardrail Transition, Uni-Directional

DWG R55C036U



NOTES:
1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG OR MIN. 178 [7.00] REINFORCED DECK STRUCTURE.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

UNIDIRECTIONAL
MODEL NO. 55C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	D	RGC	STT	FJP
ADDED DECK STRUCTURE TO NOTE 2	6/18/09	E	STT	KRM	PLK
ECO 2760; UPDATED CABLE GUIDES	9/11/09	F	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605020
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	90 km/h [55 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		REFLECTOR ASSY	613705
DEBRIS COVERS	606716 (OPTIONAL)	RESTRAINING CABLE	605780

DRAWN: L. Corker	DATE: 12/22/99	
DESIGNED:	DATE:	
CHECKED: B. Burgess	DATE: 12/06/00	
APPROVED: D. Albertson	DATE: 09/28/00	
CAD FILE: R55C036U.DWG		

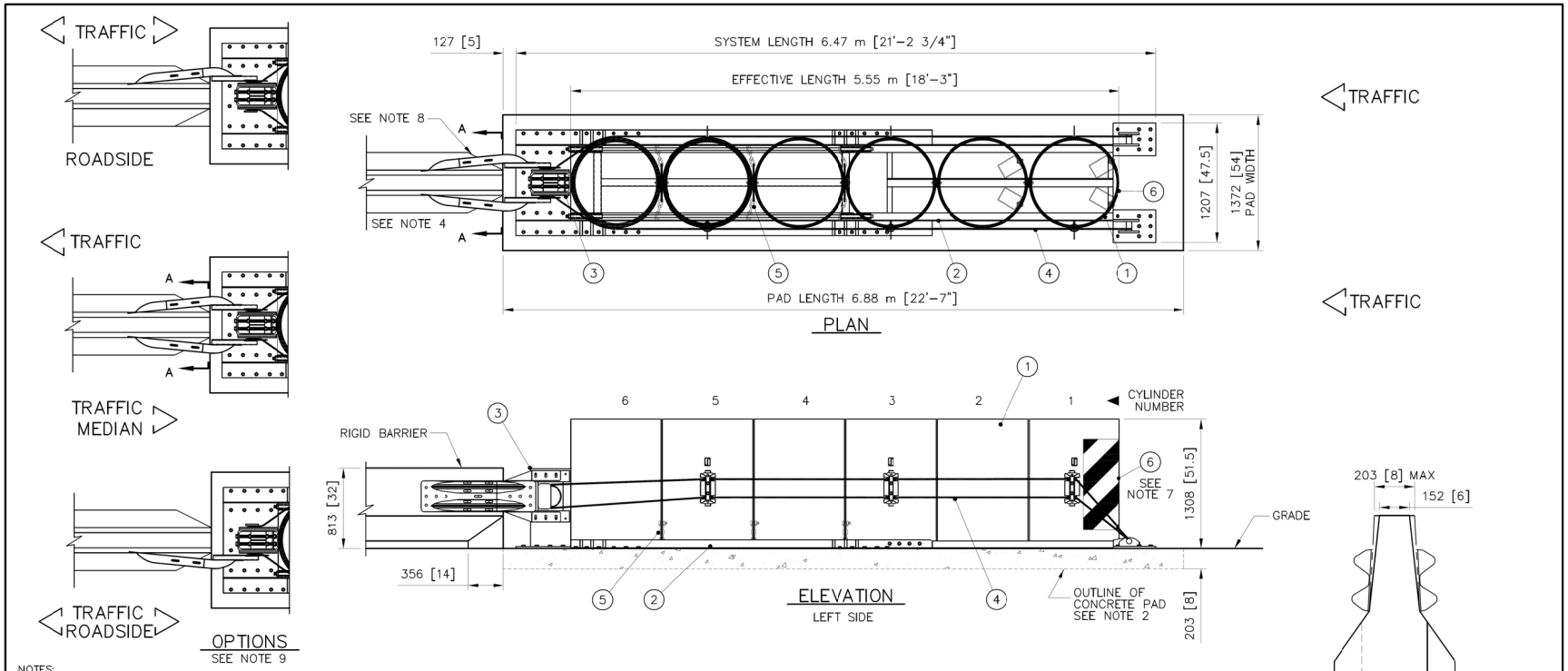
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/CONCRETE BACKUP

SCALE	DWG	SHEET	REV
1:40	R55C036U	1 of 1	F

REACT 350®, 90 km/h [56 mph] w/Concrete Backup, Uni-Directional

DWG R55B036-TELR



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY, MEASURING AT LEAST 3.66m [12'] WIDE BY 15.24m [50'] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. SYSTEM AND SAFETY SHAPED BARRIER TO MATCH CENTERLINES.
7. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
8. TRIM BARRIER ON SIDE OF ON-COMING TRAFFIC TO REDUCE SNAGGING POTENTIAL.
9. SEE TRANSITION OPTION FOR END SHOE TRANSITION OVERLAP INSTRUCTIONS.

SEE OPTIONS
MODEL NO. 55B036

KEY
1. CYLINDER
2. BASE TRACK
3. SELF CONTAINED BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
ADJUSTED TRAFFIC ARROWS	12/01/05	E	RGC	DK	ACF
MADE TRAFFIC ARROWS UNIDIRECTIONAL	06/12/07	F	RGC	STT	RCB
ECO 2760; UPDATED CABLE GUIDES	9/11/09	G	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605028
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	90 km/h [55 mph]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	3535006-0000
DEBRIS COVERS	606716 (OPTIONAL)	RESTRAINING CABLE	605780
		REFLECTOR ASSY	613705

DRAWN: L. CORKER	DATE: 4/12/01	
DESIGNED:	DATE:	
CHECKED: B. BURGESS	DATE: 4/23/01	
APPROVED: SPT	DATE: 04/23/01	
CAD FILE: R55B036-TELR.dwg		

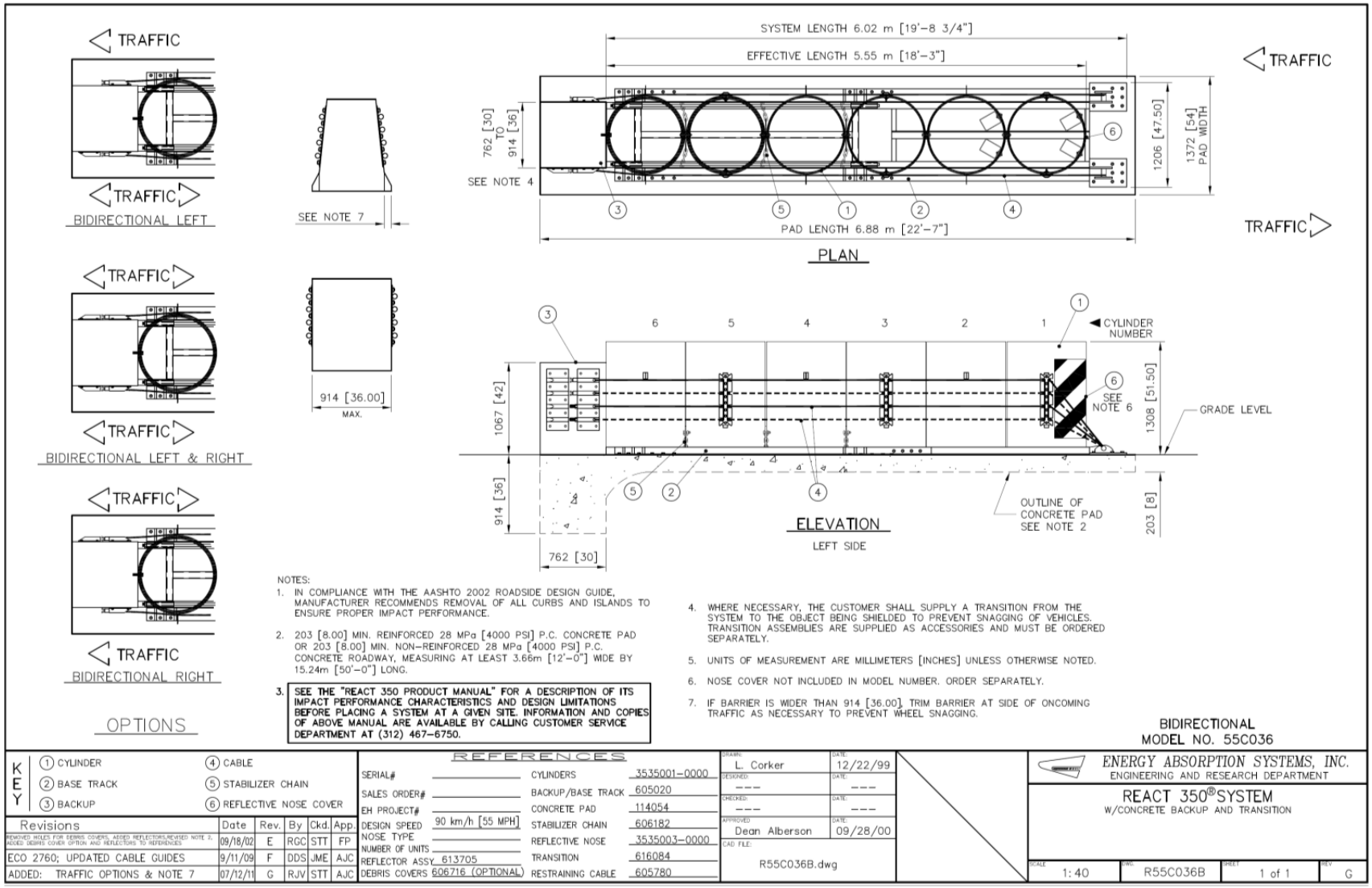
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/ SELF CONTAINED BACKUP AND TRANSITIONS, BOTH SIDES

SCALE	DWG	SHEET	REV
1=40	R55B036-TELR	1 of 1	G

REACT 350®, 90 km/h [56 mph] w/Self-Contained Backup and Transition, Multi-Directional

DWG R55C036B



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY, MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
7. IF BARRIER IS WIDER THAN 914 [36.00], TRIM BARRIER AT SIDE OF ONCOMING TRAFFIC AS NECESSARY TO PREVENT WHEEL SNAGGING.

BIDIRECTIONAL
MODEL NO. 55C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	E	RGC	STT	FP
ECO 2760; UPDATED CABLE GUIDES	9/11/09	F	DDS	JME	AJC
ADDED: TRAFFIC OPTIONS & NOTE 7	07/12/11	G	RJV	STT	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605020
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	90 km/h [55 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	616084
REFLECTOR ASSY.	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN: L. Corker	DATE: 12/22/99
DESIGNED: ---	DATE: ---
CHECKED: ---	DATE: ---
APPROVED: Dean Alberson	DATE: 09/28/00
CAD FILE: R55C036B.dwg	

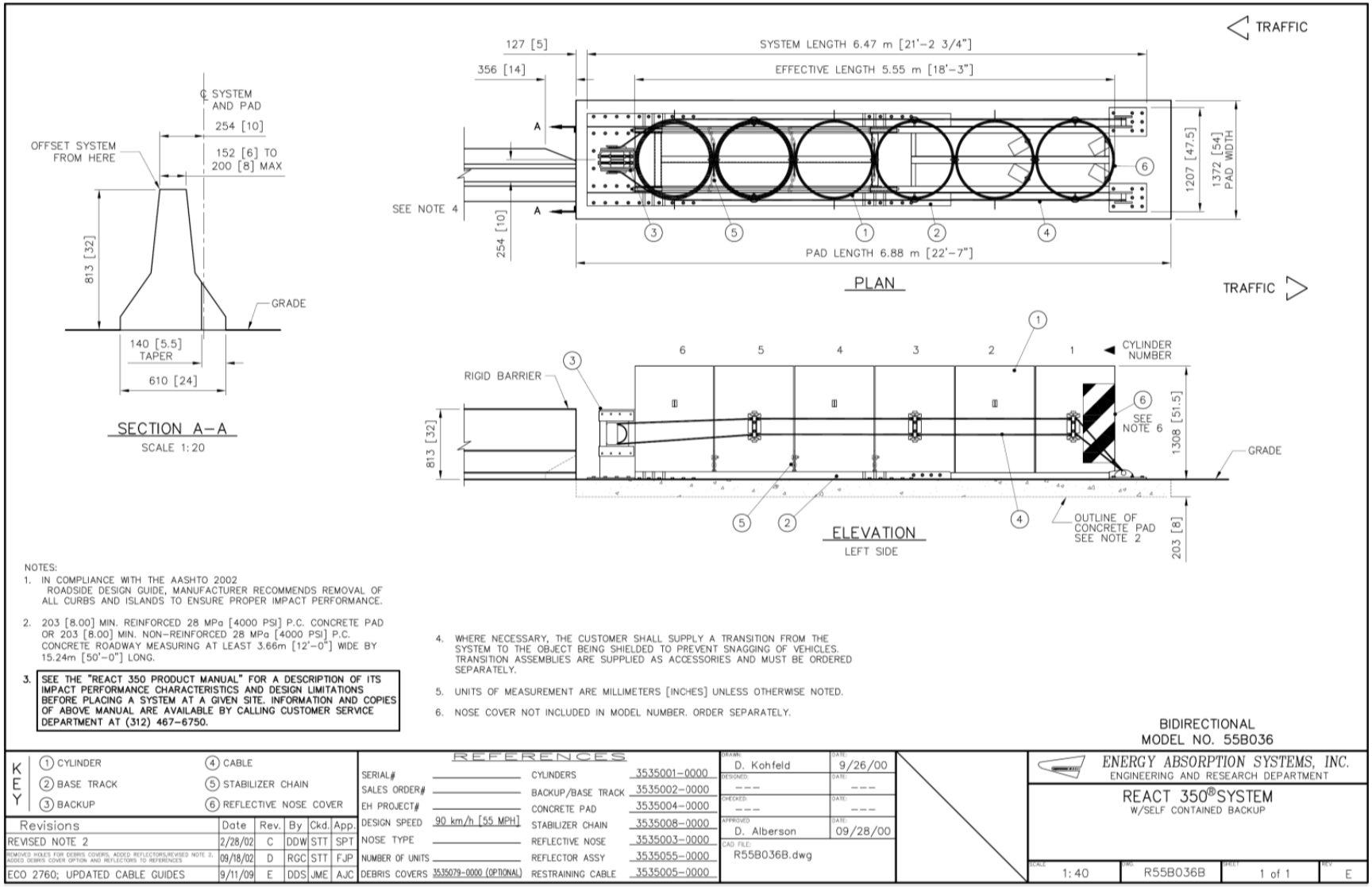
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/CONCRETE BACKUP AND TRANSITION

SCALE	DWG	SHEET	REV
1:40	R55C036B	1 of 1	G

REACT 350®, 90 km/h [56 mph] w/Concrete Backup and Transition, Multi-Direction

DWG R55C036B



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

BIDIRECTIONAL
MODEL NO. 55B036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REVISED NOTE 2	2/28/02	C	DDW	STT	SPT
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 3, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	D	RGC	STT	FJP
ECO 2760; UPDATED CABLE GUIDES	9/11/09	E	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	3535002-0000
EH PROJECT#		CONCRETE PAD	3535004-0000
DESIGN SPEED	90 km/h [55 MPH]	STABILIZER CHAIN	3535008-0000
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		REFLECTOR ASSY	3535055-0000
DEBRIS COVERS	3535079-0000 (OPTIONAL)	RESTRAINING CABLE	3535005-0000

DRAWN: D. Kohfeld	DATE: 9/26/00	
DESIGNED: ---	DATE: ---	
CHECKED: ---	DATE: ---	
APPROVED: D. Alberson	DATE: 09/28/00	
CAD FILE: R55B036B.dwg		

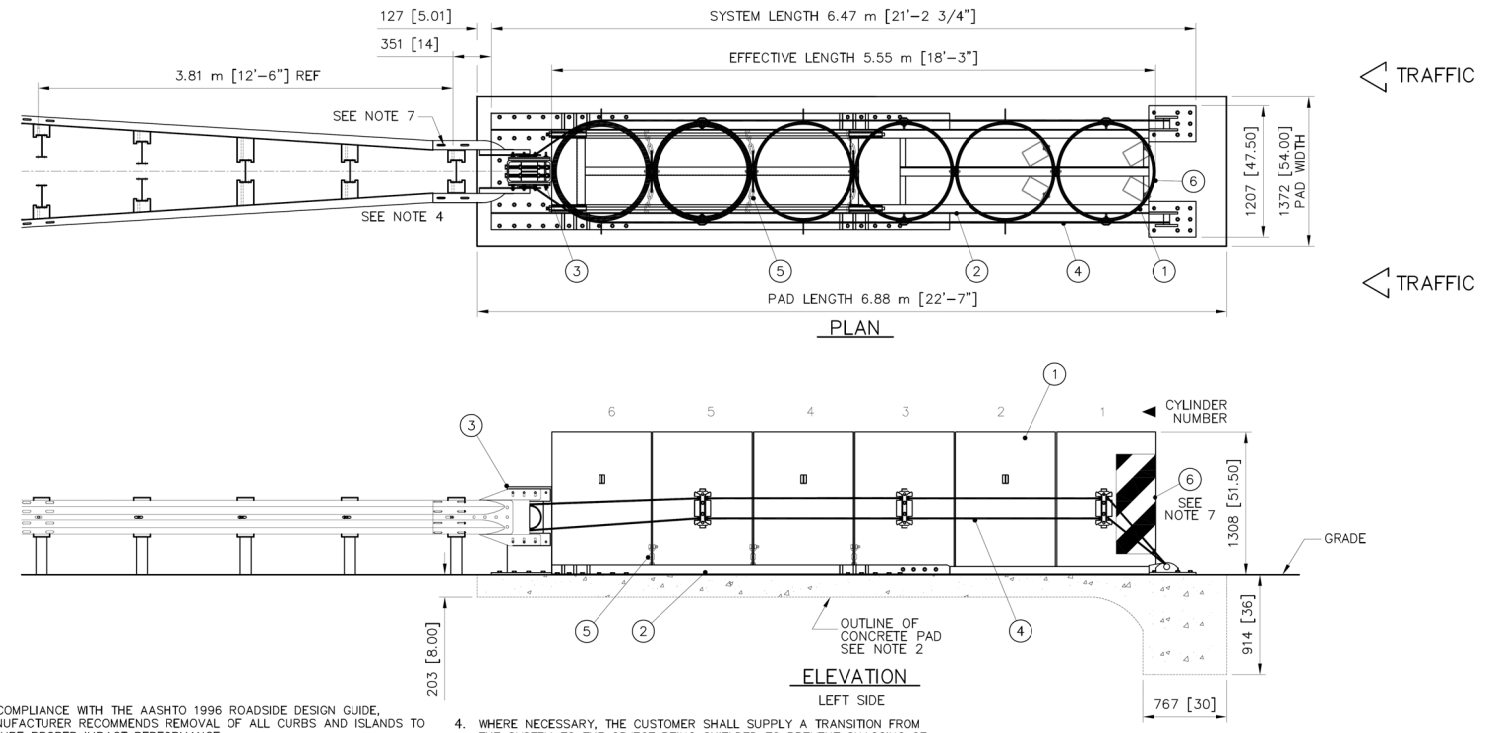
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/SELF CONTAINED BACKUP

SCALE	DWG.	SHEET	REV.
1:40	R55B036B	1 of 1	E

REACT 350®, 90 km/h [56 mph] w/Self Contained Backup, Bi-Directional, Offset

DWG R55B036-TLR



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 1996 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER & TRANSITION ASSEMBLIES NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
7. POST, BLOCKOUTS, GUARDRAIL & RELATED FASTENERS SUPPLIED BY OTHERS.

UNIDIRECTIONAL
MODEL NO. 55B036

KEY
1 CYLINDER
2 BASE TRACK
3 SELF CONTAINED BACKUP
4 CABLE
5 STABILIZER CHAIN
6 REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	A	RGC	JMT	FJP
ADDED FOUNDATION FOOTING	12/01/05	B	RGC	DK	ACF
ECO 2760; UPDATED CABLE GUIDES	9/11/09	C	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	3535002-0000
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	90 km/h [55 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	3535053-0000
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN:	R. Cummins	DATE:	06/12/01
DESIGNED:	---	DATE:	---
CHECKED:	D. Wulff	DATE:	11/15/02
APPROVED	S. Turner	DATE:	11/15/02
CAD FILE:	R55B036-TLR.dwg		

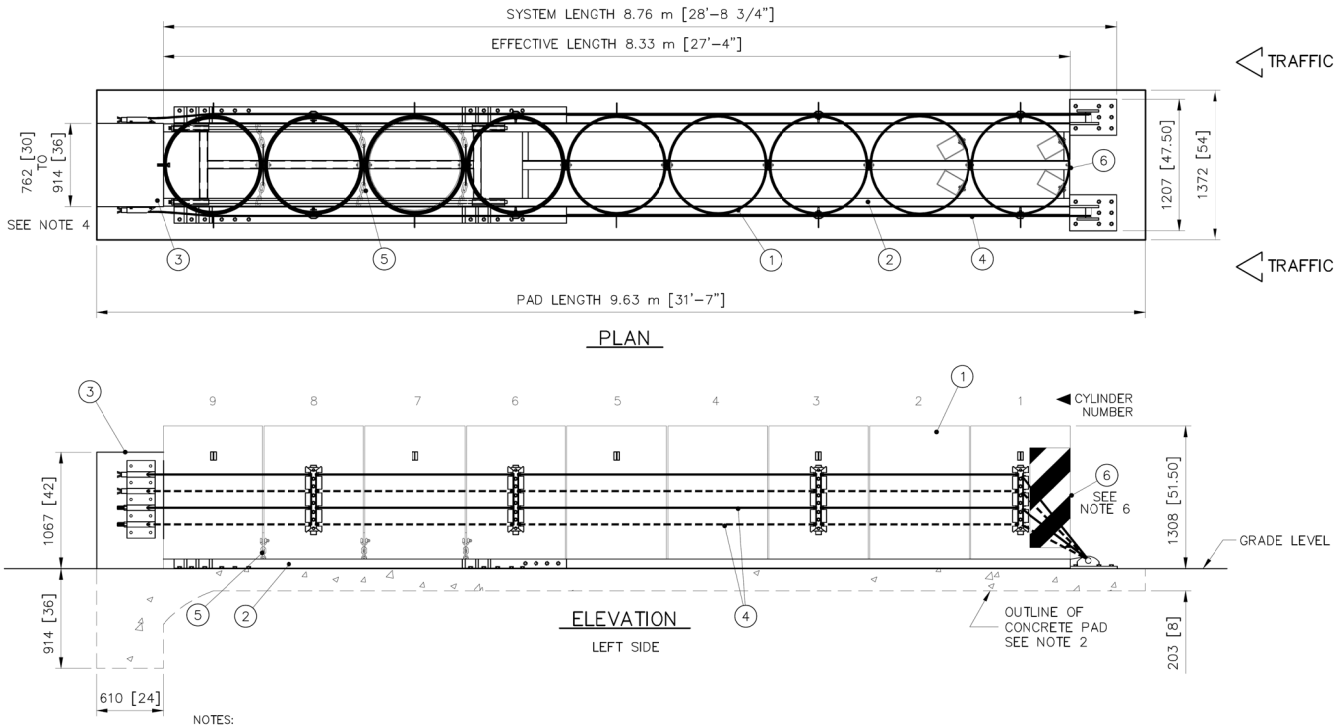
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/SELF CONTAINED BACKUP AND TRANSITIONS, BOTH SIDES

SCALE	DWG	SHEET	REV.
1:40	R55B036-TLR	1 of 1	C

REACT 350®, 90 km/h [56 mph] w/Self Contained Backup and Transition, Uni-Directional

DWG R62C036U



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

UNIDIRECTIONAL
MODEL NO. 62C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REVISED NOTE 2	2/27/02	D	DDW	STT	SPT
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	E	RGC	STT	FJP
ECO 2760; UPDATED CABLE GUIDES	9/14/09	F	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605020
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	100 km/h [62 MPH]	STABILIZER CHAIN	606182
NOSE TYPE	GORE	REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	616084
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN: L. Corker	DATE: 09/26/00	
DESIGNED: ---	DATE: ---	
CHECKED: B. Burgess	DATE: 12/06/00	
APPROVED: D. Alberson	DATE: 09/28/00	
CAD FILE: R62C036U.dwg		

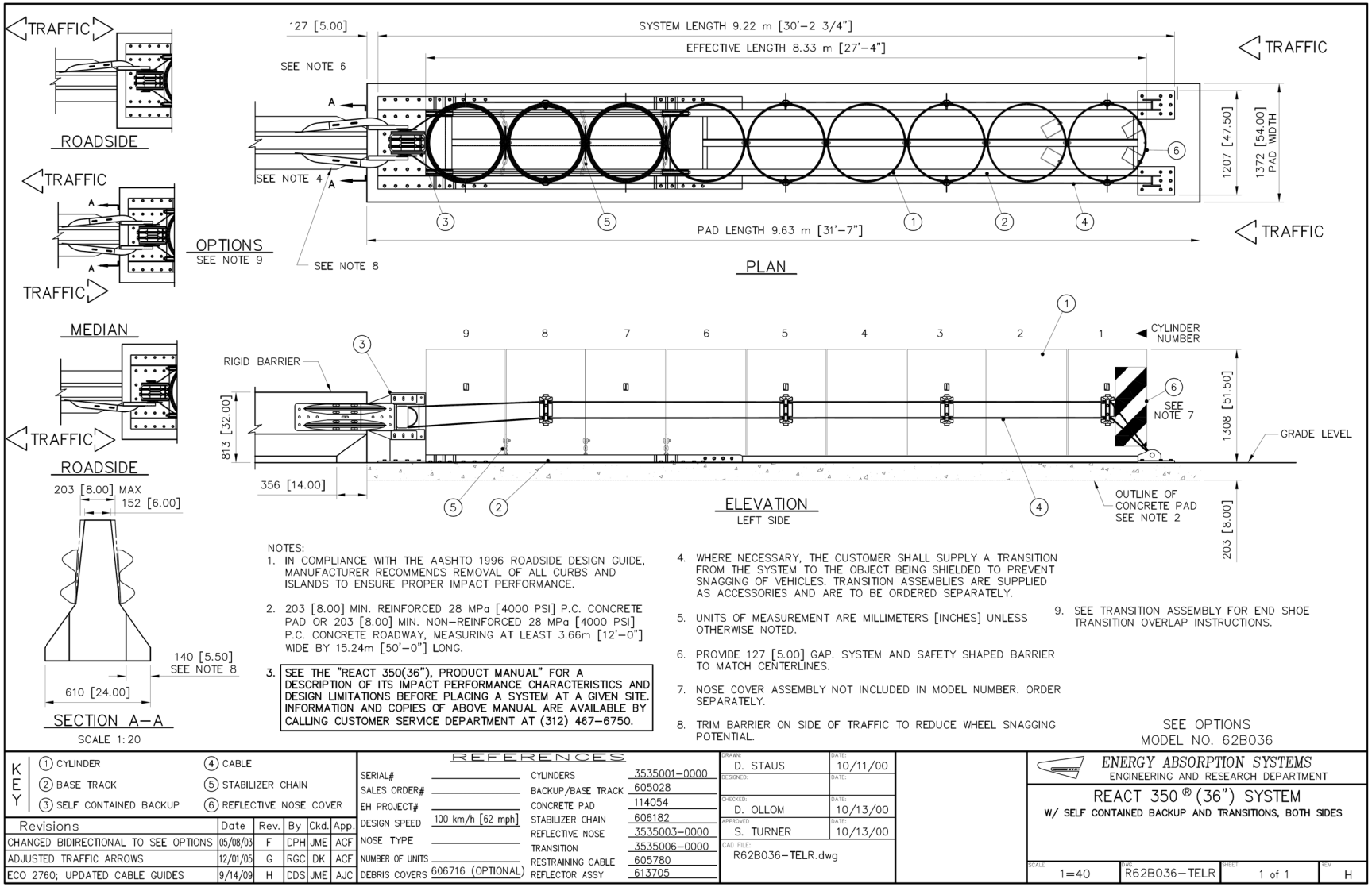
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/CONCRETE BACKUP

SCALE	DWG.	SHEET	REV.
1:40	R62C036U	1 of 1	F

REACT 350®, TL-3 w/Concrete Backup, Uni-Directional

DWG R62B036-TELR



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 1996 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY, MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350(36"), PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE TO BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. PROVIDE 127 [5.00] GAP. SYSTEM AND SAFETY SHAPED BARRIER TO MATCH CENTERLINES.
7. NOSE COVER ASSEMBLY NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
8. TRIM BARRIER ON SIDE OF TRAFFIC TO REDUCE WHEEL SNAGGING POTENTIAL.
9. SEE TRANSITION ASSEMBLY FOR END SHOE TRANSITION OVERLAP INSTRUCTIONS.

SEE OPTIONS
MODEL NO. 62B036

KEY
1. CYLINDER
2. BASE TRACK
3. SELF CONTAINED BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
CHANGED BIDIRECTIONAL TO SEE OPTIONS	05/08/03	F	DPH	JME	ACF
ADJUSTED TRAFFIC ARROWS	12/01/05	G	RGC	DK	ACF
ECO 2760; UPDATED CABLE GUIDES	9/14/09	H	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605028
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	100 km/h [62 mph]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	3535006-0000
DEBRIS COVERS	606716 (OPTIONAL)	RESTRAINING CABLE	605780
		REFLECTOR ASSY	613705

DRAWN: D. STAUS	DATE: 10/11/00	
DESIGNED:	DATE:	
CHECKED: D. OLLOM	DATE: 10/13/00	
APPROVED: S. TURNER	DATE: 10/13/00	
CAD FILE: R62B036-TELR.dwg		

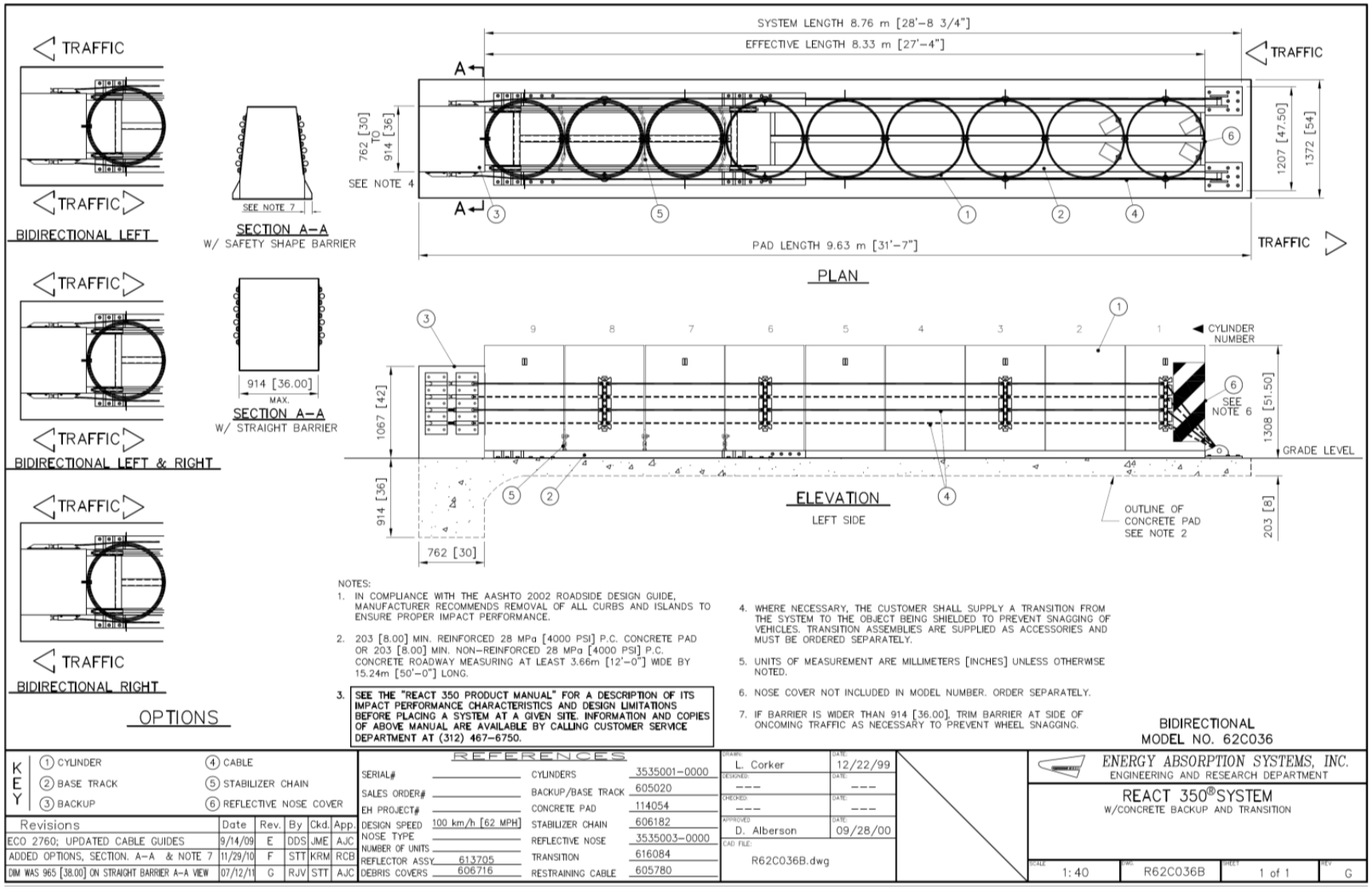
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350® (36") SYSTEM
W/ SELF CONTAINED BACKUP AND TRANSITIONS, BOTH SIDES

SCALE	DWG	SHEET	REV
1=40	R62B036-TELR	1 of 1	H

REACT 350®, TL-3 w/Self-Contained Backup Transition, Multi-Directional

DWG R62C036B



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
7. IF BARRIER IS WIDER THAN 914 [36.00], TRIM BARRIER AT SIDE OF ONCOMING TRAFFIC AS NECESSARY TO PREVENT WHEEL SNAGGING.

BIDIRECTIONAL
MODEL NO. 62C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
ECO 2760; UPDATED CABLE GUIDES	9/14/09	E	DDS	JME	AJC
ADDED OPTIONS, SECTION. A-A & NOTE 7	11/29/10	F	STT	KRM	RCB
DIM WAS 965 [38.00] ON STRAIGHT BARRIER A-A VIEW	07/12/11	G	RJV	STT	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	605020
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	100 km/h [62 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	616084
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716		

DRAWN: L. Corker 12/22/99
DESIGNED: --- ---
CHECKED: --- ---
APPROVED: D. Alberson 09/28/00
CAD FILE: R62C036B.dwg

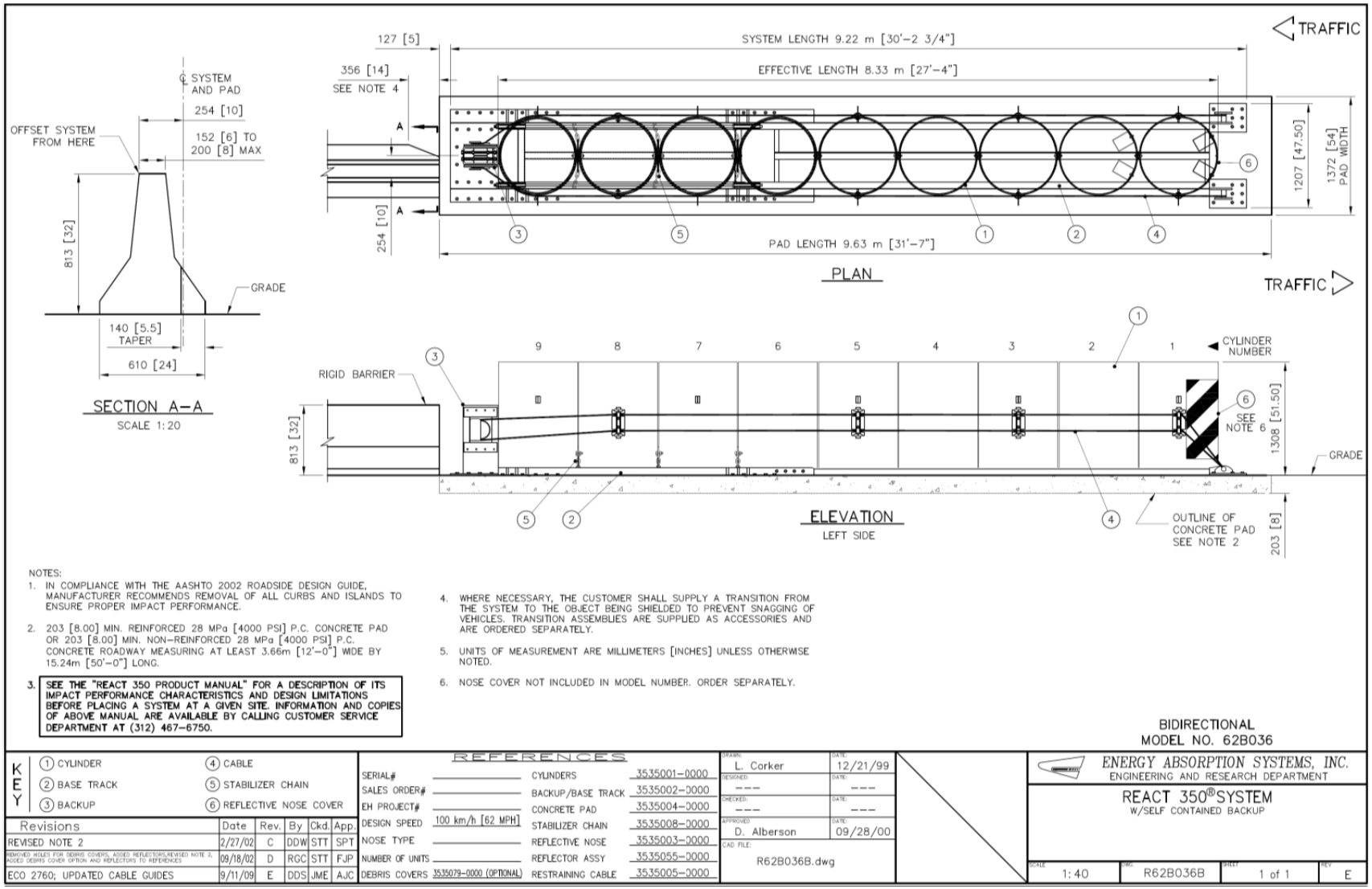
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350® SYSTEM
W/CONCRETE BACKUP AND TRANSITION

SCALE 1:40 | DWG R62C036B | SHEET 1 of 1 | REV G

REACT 350®, TL-3 w/Concrete Backup and Transition, Multi-Directional

DWG R62B036B



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

BIDIRECTIONAL
MODEL NO. 62B036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REVISED NOTE 2	2/27/02	C	DDW	STT	SPT
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 3, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	D	RGC	STT	FJP
ECO 2760; UPDATED CABLE GUIDES	9/11/09	E	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	3535002-0000
EH PROJECT#		CONCRETE PAD	3535004-0000
DESIGN SPEED	100 km/h [62 MPH]	STABILIZER CHAIN	3535008-0000
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		REFLECTOR ASSY	3535055-0000
DEBRIS COVERS	3535079-0000 (OPTIONAL)	RESTRAINING CABLE	3535005-0000

DRAWN: L. Corker	DATE: 12/21/99	
DESIGNED: ---	DATE: ---	
CHECKED: ---	DATE: ---	
APPROVED: D. Alberson	DATE: 09/28/00	
CAD FILE: R62B036B.dwg		

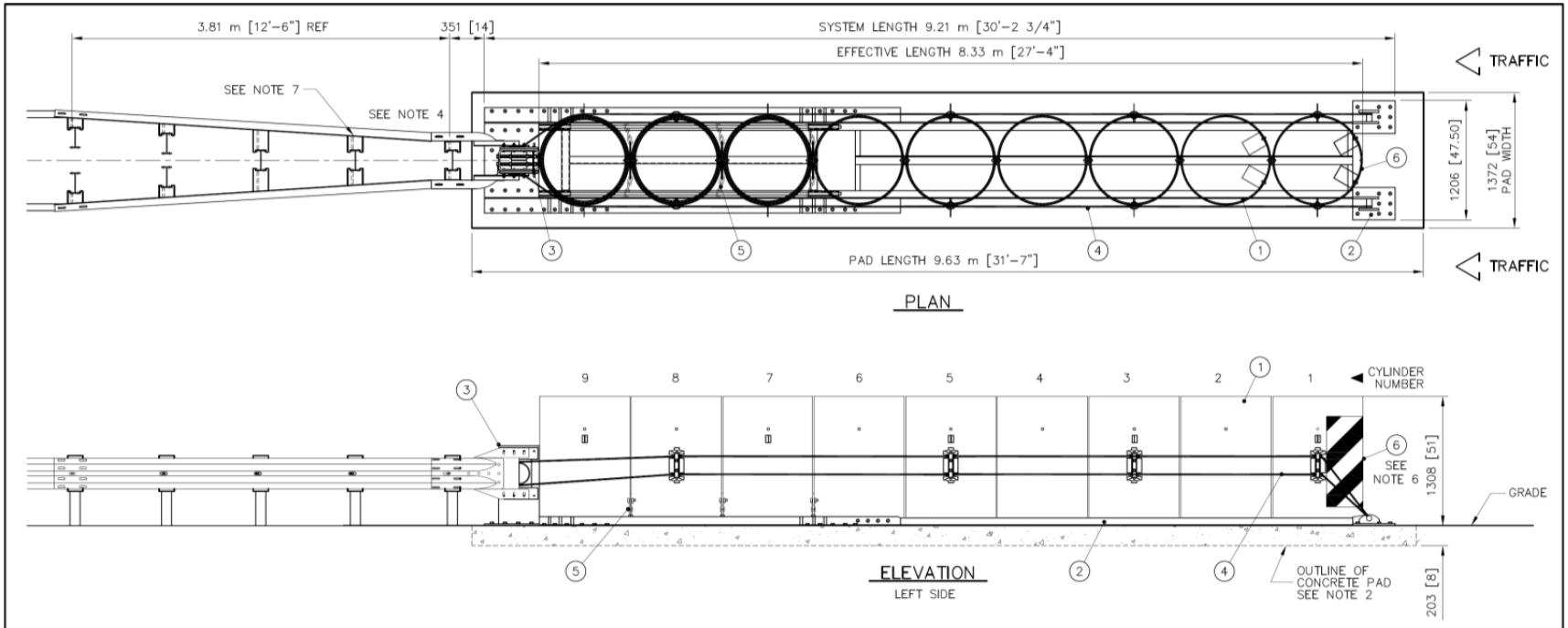
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/SELF CONTAINED BACKUP

SCALE	DWG	SHEET	REV
1:40	R62B036B	1 of 1	E

REACT 350®, TL-3 w/Self Contained Backup and Transition, Bi-Directional, Offset

DWG R62B036U-TLR



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY, MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG, OR 178 [7.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE DECK STRUCTURE.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
7. POSTS, BLOCKOUTS, GUARDRAIL AND RELATED FASTENERS SUPPLIED BY OTHERS.

UNIDIRECTIONAL
MODEL NO. 62B036

KEY
1. CYLINDER
2. BASE TRACK
3. SELF CONTAINED BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
WAS BIDIRECTIONAL IN ERROR	03/30/06	D	MAW	STT	ACF
REVISED NOTE 2	3/15/07	E	MAW	STT	RCB
ECO 2760; UPDATED CABLE GUIDES	9/14/09	F	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0000
SALES ORDER#		BACKUP/BASE TRACK	3535002-0000
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	100 km/h [62 MPH]	STABILIZER CHAIN	606182
NOSE COLOR		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	3535053-0000
REFLECTOR ASSY.	613705	RESTRAINING CABLE	605780

DRAWN: D. KOHFIELD	DATE: 12/20/00	
DESIGNED:	DATE:	
CHECKED: DO	DATE: 01/11/01	
APPROVED: B. BURGESS	DATE: 01/22/01	
CAD FILE: R62B036U-TLR.DWG		

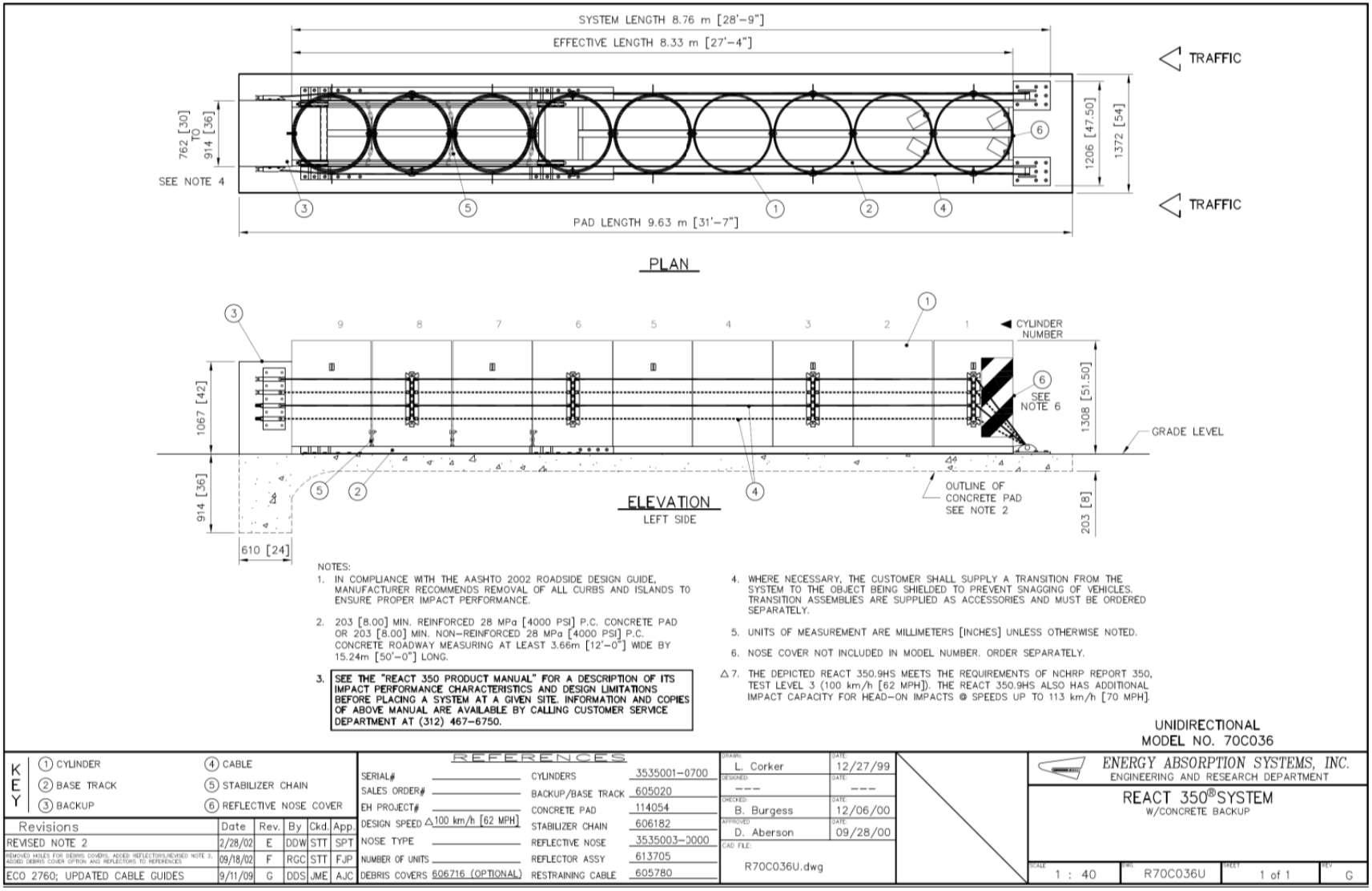
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/ SELF CONTAINED BACKUP AND TRANSITIONS, BOTH SIDES

SCALE	DWG	SHEET	REV
1:40	R62B036U-TLR	1	F

REACT 350®, TL-3 w/Self Contained Backup and Guardrail Transitions, Uni-Directional

DWG R70C036U



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

△7. THE DEPICTED REACT 350.9HS MEETS THE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3 (100 km/h [62 MPH]). THE REACT 350.9HS ALSO HAS ADDITIONAL IMPACT CAPACITY FOR HEAD-ON IMPACTS @ SPEEDS UP TO 113 km/h [70 MPH].

UNIDIRECTIONAL
MODEL NO. 70C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REVISED NOTE 2	2/28/02	E	DDW	STT	SPT
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	F	RGC	STT	FJP
ECO 2760; UPDATED CABLE GUIDES	9/11/09	G	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0700
SALES ORDER#		BACKUP/BASE TRACK	605020
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	△100 km/h [62 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		REFLECTOR ASSY	613705
DEBRIS COVERS	606716 (OPTIONAL)	RESTRAINING CABLE	605780

DRAWN: L. Corker	DATE: 12/27/99	
DESIGNED: ---	DATE: ---	
CHECKED: B. Burgess	DATE: 12/06/00	
APPROVED: D. Aberson	DATE: 09/28/00	
CAD FILE: R70C036U.dwg		

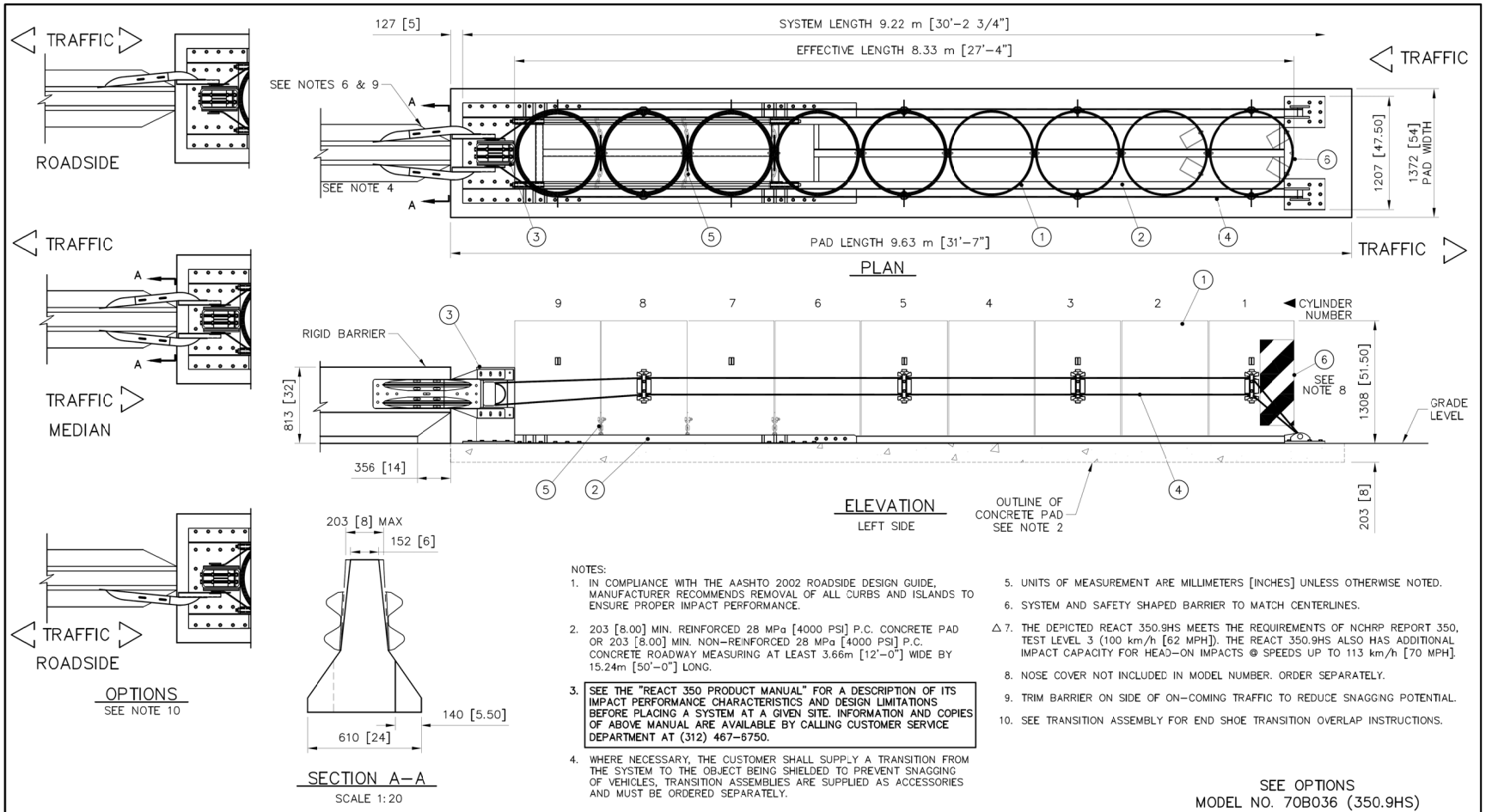
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/CONCRETE BACKUP

SCALE	DWG	SHEET	REV
1 : 40	R70C036U	1 of 1	G

REACT 350®, TL-3 113 km/h [70 mph] w/Concrete Backup, Multi-Directional

DWG R70B036U-TELR



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES, TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. SYSTEM AND SAFETY SHAPED BARRIER TO MATCH CENTERLINES.
△7. THE DEPICTED REACT 350.9HS MEETS THE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3 (100 km/h [62 MPH]). THE REACT 350.9HS ALSO HAS ADDITIONAL IMPACT CAPACITY FOR HEAD-ON IMPACTS @ SPEEDS UP TO 113 km/h [70 MPH].
8. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
9. TRIM BARRIER ON SIDE OF ON-COMING TRAFFIC TO REDUCE SNAGGING POTENTIAL.
10. SEE TRANSITION ASSEMBLY FOR END SHOE TRANSITION OVERLAP INSTRUCTIONS.

SEE OPTIONS
MODEL NO. 70B036 (350.9HS)

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS; ADDED REFLECTORS;REVISED NOTE 2; ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES CHG DIRECTION TO SEE OPTIONS	09/18/02	B	RGC	STT	FJP
ADJUSTED TRAFFIC ARROWS	12/01/05	C	RGC	DK	ACF
ECO 2760; UPDATED CABLE GUIDES	9/14/09	D	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0700
SALES ORDER#		BACKUP/BASE TRACK	605028
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	△100 km/h [62mph]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	3535006-0000
REFLECTOR ASSY.	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN: R. Gonzalas	DATE: 10/11/01	
DESIGNED: ---	DATE: ---	
CHECKED: D. Ollom	DATE: 10/12/01	
APPROVED: S. Turner	DATE: 10/15/01	
CAD FILE: R70B036-TELR.dwg		

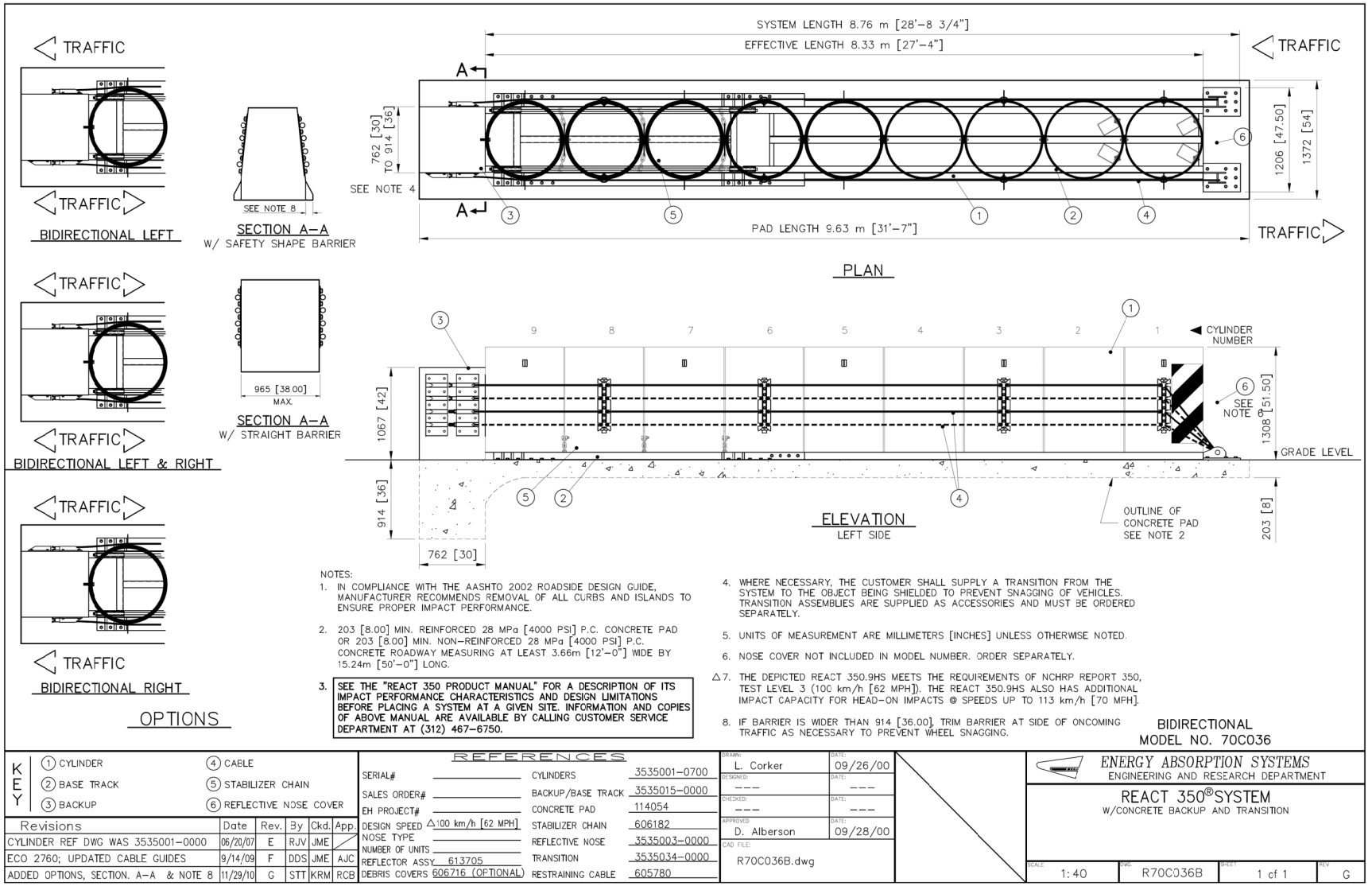
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/SELF CONTAINED BACKUP AND TRANSITION

SCALE	DWG.	SHEET	REV.
1:40	R70B036-TELR	1 of 1	D

REACT 350®, TL-3 113 km/h [70 mph] w/Self-Contained Backup and Transition, Multi-Directional

DWG R70C036B



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON–REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66m [12'–0"] WIDE BY 15.24m [50'–0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467–6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
△7. THE DEPICTED REACT 350.9HS MEETS THE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3 (100 km/h [62 MPH]). THE REACT 350.9HS ALSO HAS ADDITIONAL IMPACT CAPACITY FOR HEAD–ON IMPACTS @ SPEEDS UP TO 113 km/h [70 MPH].
8. IF BARRIER IS WIDER THAN 914 [36.00], TRIM BARRIER AT SIDE OF ONCOMING TRAFFIC AS NECESSARY TO PREVENT WHEEL SNAGGING.

BIDIRECTIONAL
MODEL NO. 70C036

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
CYLINDER REF DWG WAS 3535001–0000	06/20/07	E	RJV	JME	
ECO 2760; UPDATED CABLE GUIDES	9/14/09	F	DDS	JME	AJC
ADDED OPTIONS, SECTION. A–A & NOTE 8	11/29/10	G	STT	KRM	RCB

REFERENCES

SERIAL#		CYLINDERS	3535001–0700
SALES ORDER#		BACKUP/BASE TRACK	3535015–0000
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	△100 km/h [62 MPH]	STABILIZER CHAIN	606182
NOSE TYPE		REFLECTIVE NOSE	3535003–0000
NUMBER OF UNITS		TRANSITION	3535034–0000
REFLECTOR ASSY	613705	RESTRAINING CABLE	605780
DEBRIS COVERS	606716 (OPTIONAL)		

DRAWN:	L. Corker	DATE: 09/26/00
DESIGNED:	---	DATE: ---
CHECKED:	---	DATE: ---
APPROVED	D. Alberson	DATE: 09/28/00
CAD FILE:	R70C036B.dwg	

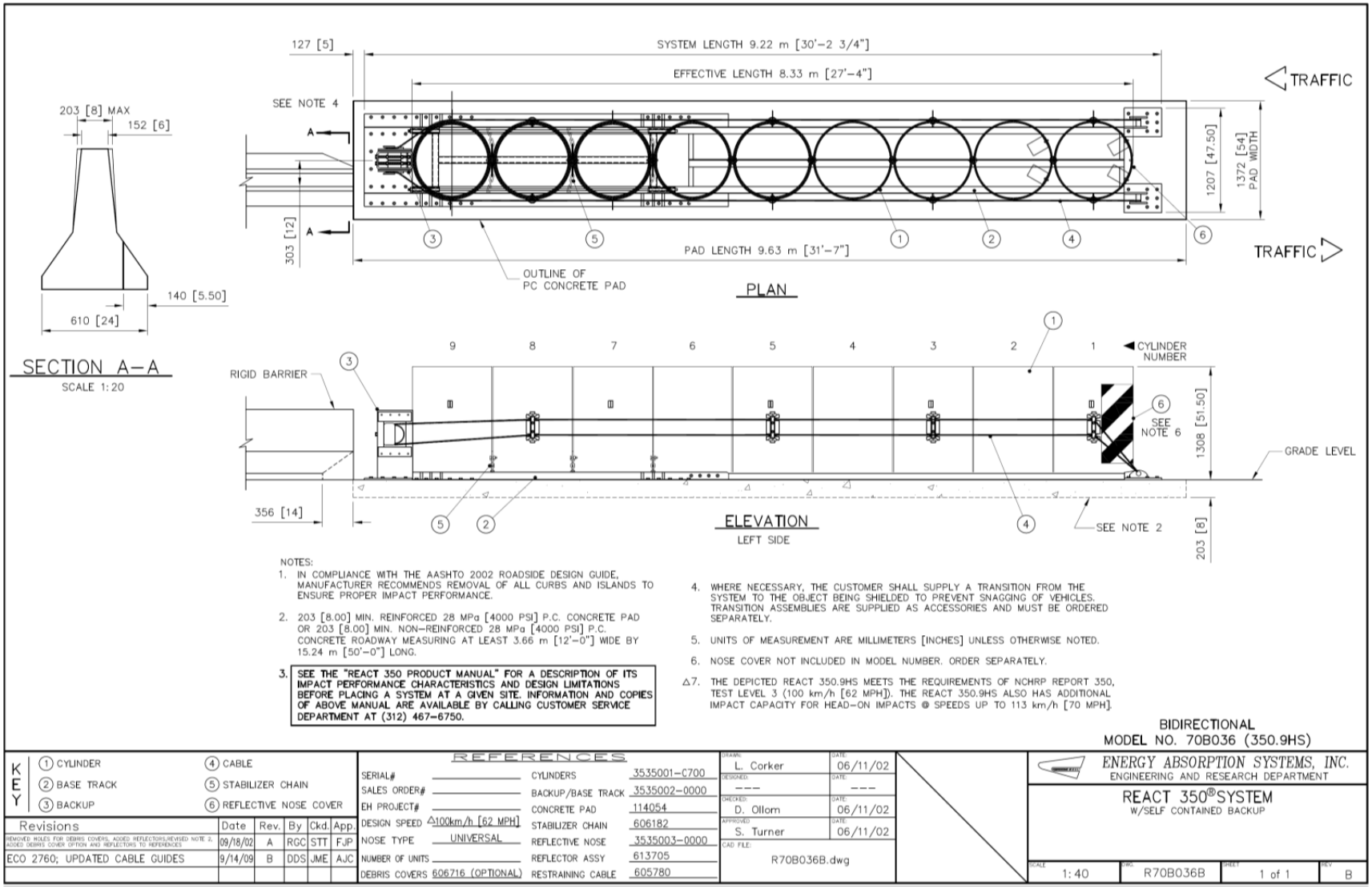
ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/CONCRETE BACKUP AND TRANSITION

SCALE	DWG.	SHEET	REV.
1: 40	R70C036B	1 of 1	G

REACT 350®, TL-3 113 km/h [70 mph] w/Concrete Backup and Transition, Multi-Directional

DWG R70B036B



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY MEASURING AT LEAST 3.66 m [12'-0"] WIDE BY 15.24 m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY A TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND MUST BE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.

△7. THE DEPICTED REACT 350.9HS MEETS THE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3 (100 km/h [62 MPH]). THE REACT 350.9HS ALSO HAS ADDITIONAL IMPACT CAPACITY FOR HEAD-ON IMPACTS @ SPEEDS UP TO 113 km/h [70 MPH].

BIDIRECTIONAL
MODEL NO. 70B036 (350.9HS)

KEY
1. CYLINDER
2. BASE TRACK
3. BACKUP
4. CABLE
5. STABILIZER CHAIN
6. REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
REMOVED HOLES FOR DEBRIS COVERS, ADDED REFLECTORS,REVISED NOTE 2, ADDED DEBRIS COVER OPTION AND REFLECTORS TO REFERENCES	09/18/02	A	RGC	STT	FJP
ECO 2760; UPDATED CABLE GUIDES	9/14/09	B	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-C700
SALES ORDER#		BACKUP/BASE TRACK	3535002-0000
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	△100km/h [62 MPH]	STABILIZER CHAIN	606182
NOSE TYPE	UNIVERSAL	REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		REFLECTOR ASSY	613705
DEBRIS COVERS	606716 (OPTIONAL)	RESTRAINING CABLE	605780

DRAWN: L. Corker	DATE: 06/11/02	
DESIGNED: ---	DATE: ---	
CHECKED: D. Ollom	DATE: 06/11/02	
APPROVED: S. Turner	DATE: 06/11/02	
CAD FILE: R70B036B.dwg		

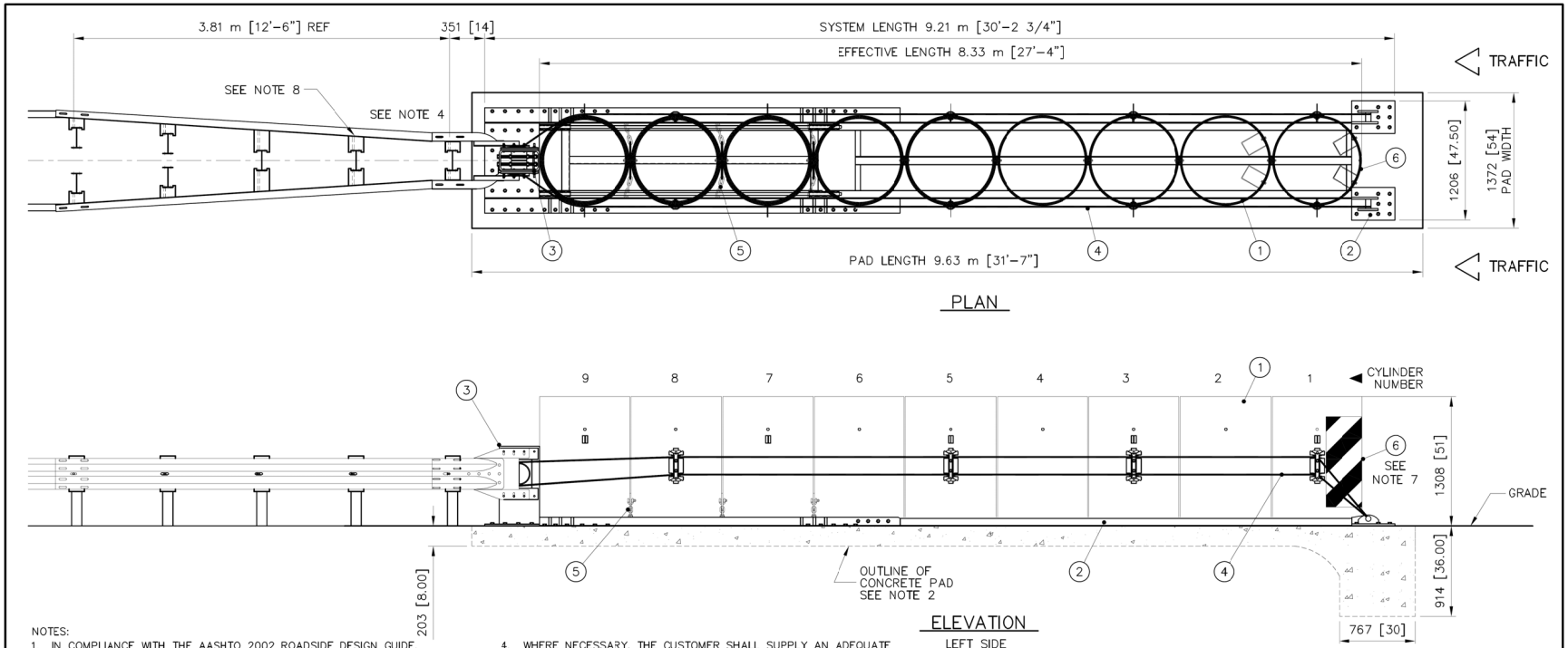
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/SELF CONTAINED BACKUP

SCALE	DWG	SHEET	REV
1:40	R70B036B	1 of 1	B

REACT 350®, TL-3 113 km/h [70 mph] w/Self Contained Backup, Bi-Directional, Offset

DWG R70B036U-TLR



NOTES:

1. IN COMPLIANCE WITH THE AASHTO 2002 ROADSIDE DESIGN GUIDE, MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS TO ENSURE PROPER IMPACT PERFORMANCE.
2. 203 [8.00] MIN. REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE PAD OR 203 [8.00] MIN. NON-REINFORCED 28 MPa [4000 PSI] P.C. CONCRETE ROADWAY, MEASURING AT LEAST 3.66m [12'-0"] WIDE BY 15.24m [50'-0"] LONG.
3. **SEE THE "REACT 350 PRODUCT MANUAL" FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.**
4. WHERE NECESSARY, THE CUSTOMER SHALL SUPPLY AN ADEQUATE TRANSITION FROM THE SYSTEM TO THE OBJECT BEING SHIELDED TO PREVENT SNAGGING OF VEHICLES. TRANSITION ASSEMBLIES ARE SUPPLIED AS ACCESSORIES AND ARE ORDERED SEPARATELY.
5. UNITS OF MEASUREMENT ARE MILLIMETERS [INCHES] UNLESS OTHERWISE NOTED.
6. △ THE DEPICTED REACT 350.9HS MEETS THE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3 (100 km/h [62 MPH]). THE REACT 350.9HS ALSO HAS ADDITIONAL IMPACT CAPACITY FOR HEAD-ON IMPACTS @ SPEEDS UP TO 113 km/h [70 MPH].
7. NOSE COVER NOT INCLUDED IN MODEL NUMBER. ORDER SEPARATELY.
8. POSTS, BLOCKOUTS, GUARDRAIL AND RELATED FASTENERS SUPPLIED BY OTHERS.

BIDIRECTIONAL
MODEL NO. 70B036

KEY
① CYLINDER ④ CABLE
② BASE TRACK ⑤ STABILIZER CHAIN
③ SELF CONTAINED BACKUP ⑥ REFLECTIVE NOSE COVER

Revisions	Date	Rev.	By	Ckd.	App.
ADDED DEBRIS COVER	7/1/05	A	WWL	STT	ACF
ADDED FOUNDATION FOOTING	12/01/05	B	RGC	DK	ACF
ECO 2760; UPDATED CABLE GUIDES	9/14/09	C	DDS	JME	AJC

REFERENCES

SERIAL#		CYLINDERS	3535001-0700
SALES ORDER#		BACKUP/BASE TRACK	605028
EH PROJECT#		CONCRETE PAD	114054
DESIGN SPEED	△100 km/h [62 MPH]	STABILIZER CHAIN	606182
NOSE COLOR		REFLECTIVE NOSE	3535003-0000
NUMBER OF UNITS		TRANSITION	3535053-0000
REFLECTOR ASSY.	613705	RESTRAINING CABLE	605780
DEBRIS COVER	606716		

DRAWN: W. LEDDINGTON	DATE: 06/30/05	
DESIGNED:	DATE:	
CHECKED: A. FRANKLIN	DATE: 6/30/05	
APPROVED: F.J. POWELL	DATE: 6/30/05	
CAD FILE: R70B036U-TLR.DWG		

ENERGY ABSORPTION SYSTEMS
ENGINEERING AND RESEARCH DEPARTMENT

REACT 350®SYSTEM
W/ SELF CONTAINED BACKUP AND TRANSITIONS, BOTH SIDES

SCALE	DWG	SHEET	REV
1:40	R70B036U-TLR	1	C

REACT 350®, TL-3 113 km/h [70 mph] w/Self Contained Backup and Transition, Uni-Directional

2525 Stemmons Freeway
Dallas, Texas 75207
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