GENERAL NOTES

1. Index 430 is applicable for permanent crash cushion installations that shield the ends of Concrete Barrier Wall or Guardrail, only.

2. Design Length is based on a given design speed and the shortest Crash Cushion available on the Approved Products List (APL). When a Length Restriction is not applicable (N/A), then the Contractor has the option to select valid Crash Cushions from the APL which have design lengths greater than or equal to the Design Length identified in the plans. When a Length Restriction is applicable, then the Contractor has the option to select valid Crash Cushions from the APL which have design lengths less than or equal to the Design Length identified in the plans and that are less than or equal to the Length Restriction identified in the plans.

3. For High Speed Facilities with a Design Speed greater than 60 mph, use a TL-3 Crash Cushion.

4. For Guardrail Applications, construct the Manufacturer's Transition between the Permanent Crash Cushion and the Standard Guardrail Transition; refer to all Standard Guardrail Transition details of this Index.

5. When subjected to reverse direction hits, construct Transition Panels from Concrete Barrier Wall to Crash Cushions; for additional details refer to the applicable crash cushion drawings on the APL.

6. Galvanize metallic components to meet the requirements in the Specification, Section 967.

7. For Guardrail Applications, construct the Manufacturer's Transition between the Permanent Crash Cushion and the Standard Guardrail Transition; refer to all Standard Guardrail Transition details of this Index.

8. For additional information on the End Measurement for Guardrail Payment, refer to the Standard Specifications for Road and Bridge Construction, Section 536.

9. Provide delineation in accordance with Specification, Section 544.

10. The EOR shall provide the station of the Length of Need (LON) location in the plans.

Permanently install Crash Cushions in accordance with the limitations noted on the Approved Products List (APL). When a Length Restriction is applicable, then the Contractor has the option to select valid Crash Cushions from the APL which have design lengths less than or equal to the Design Length identified in the plans and that are less than or equal to the Length Restriction identified in the plans. When a Length Restriction is not applicable (N/A), then the Contractor has the option to select valid Crash Cushions from the APL which have design lengths greater than or equal to the Design Length identified in the plans.
CRASH CUSHION DETAILS

DESIGN STANDARDS

STANDARD GUARDRAIL TRANSITION

Manufacturer's Transition - Distance Varies
(See Crash Cushion Drawings On The APL)

PLAN VIEW

Location Station

Lap In Direction Of Adjacent Traffic

Nested for Bi-Directional Traffic

ELEVATION VIEW

Location Station

Manufacturer's Transition - Distance Varies
(See Crash Cushion Drawings On The APL)

Design Length

12'-6" Thrie-Beam Panel (Nested For Bi-Directional Traffic)

6'-3" W-Thrie Beam Transition Panel

18'-9" Standard Guardrail Transition

End Measurement For Guardrail Payment

CRASH CUSHION

PERMANENT

CRASH CUSHION

CRASH CUSHION DETAILS

For Additional Information on Standard Guardrail
Transitions see Design Standard, Index 400.

Note:
Post Numbers 8, 9 and 10 will have Standard
6"x8"x14" Wooden W-beam Blockouts.