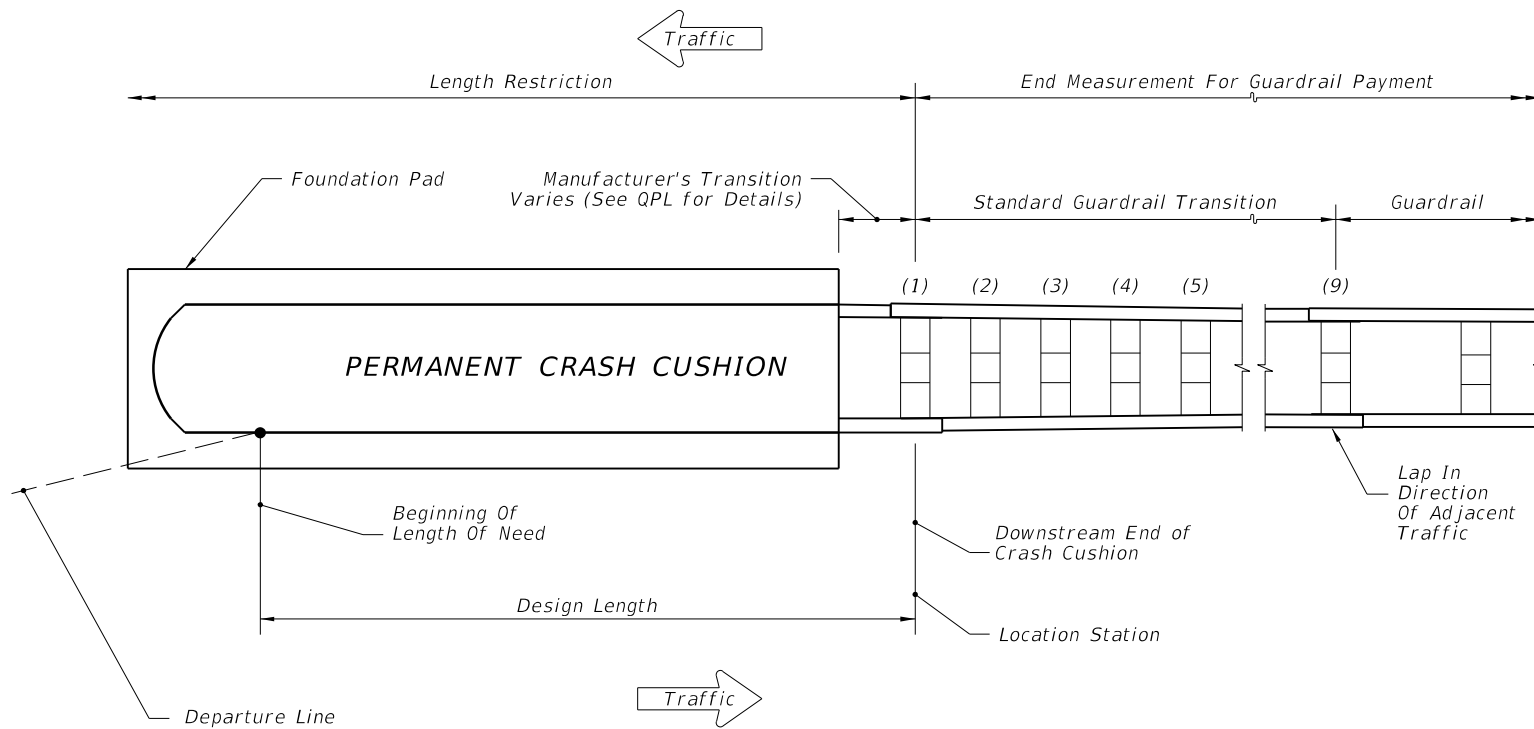
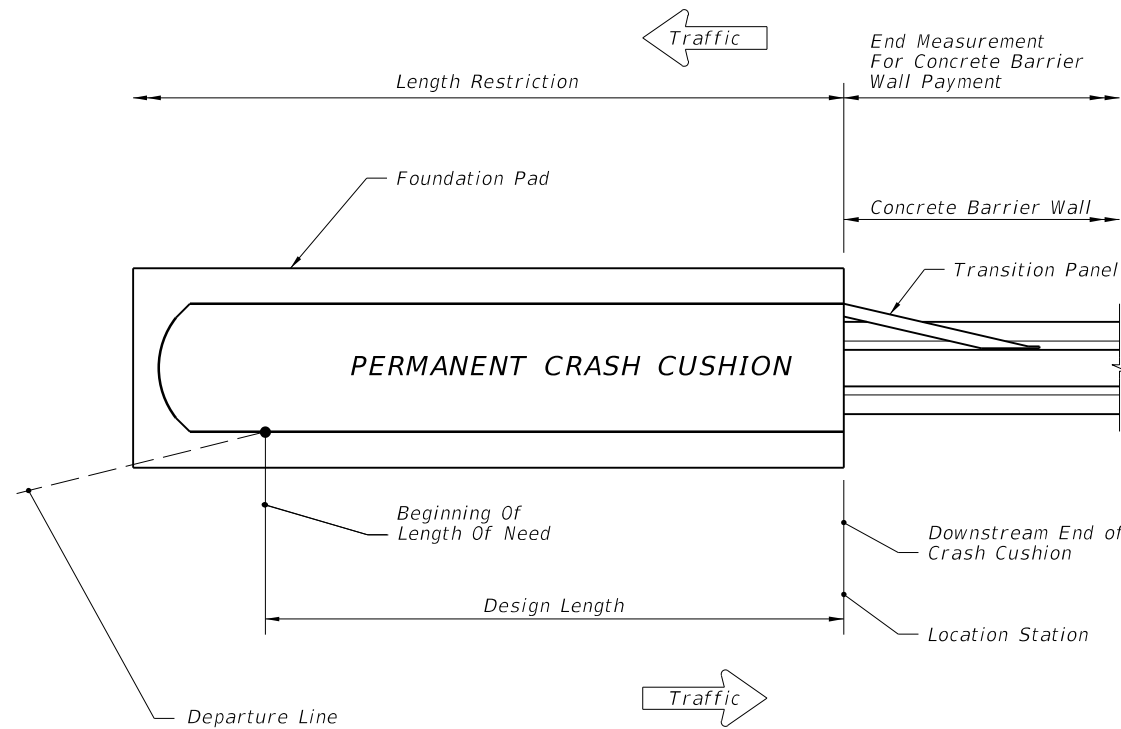


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**GENERAL NOTES**

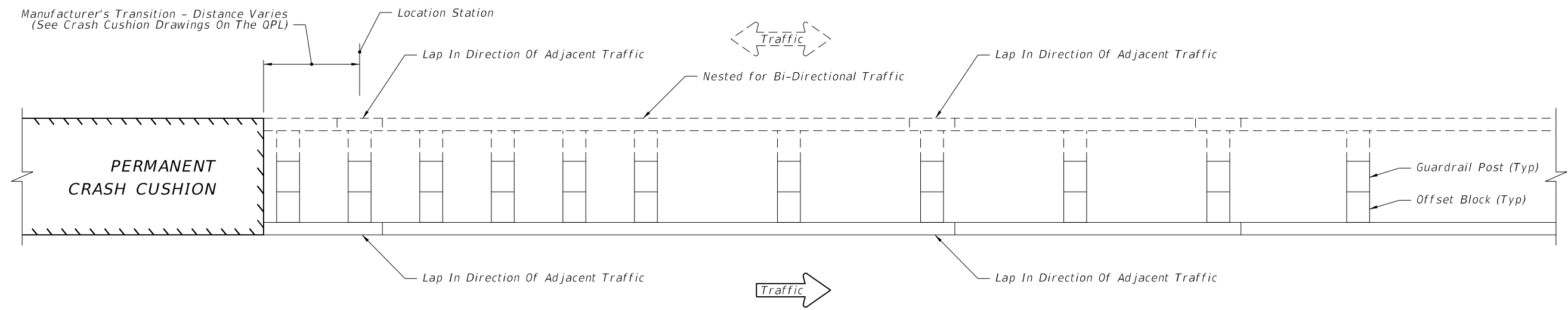
1. Index 430 is applicable for permanent crash cushion installations that shield the ends of Concrete Barrier Wall or Guardrail, only.
2. Design Length is based on a given design speed and the shortest Crash Cushion available on the Qualified Products List (QPL). When a Length Restriction is not applicable (N/A), then the Contractor has the option to select valid Crash Cushions from the QPL 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 QPL which have design lengths greater 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. Assemble and install Crash Cushions according to the limitations noted on the Qualified Products List (QPL) webpage, the manufacturer's specifications, and the applicable crash cushion drawings posted on the QPL.
5. When subjected to reverse direction hits, construct Transition Panels from Concrete Barrier Walls to Crash Cushions; for additional details refer to the applicable crash cushion drawings on the QPL.
6. Galvanize metallic components to meet the requirements for Steel Guardrail, Section 967 of the Standard Specifications for Road and Bridge Construction.
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. A yellow Type I Object Marker shall be centered 3' in front of the crash cushion nose. As an option, the contractor may install Retroreflective Sheeting on the nose of the crash cushion. The sheeting to be used must be solid yellow, Type IV or better and must be a product listed on the Department's Qualified Products List (QPL). The sheeting to be applied to the nose of the crash cushion shall be a minimum of 360 square inches with a minimum height of 15 inches. Mounting hardware, Object Markers or Retroreflective Sheeting shall be in conformance with Section 993 of the Standard Specifications for Road and Bridge Construction.
10. The EOR shall provide the station of the Length of Need (LON) location in the plans.

Design Length (ft.)	Design Speed (mph)	Crash Test Level
5.75	35	TL-2
7.25	40	
7.25	45	
10.25	50	TL-3
13.25	55	
16.00	≥ 60	

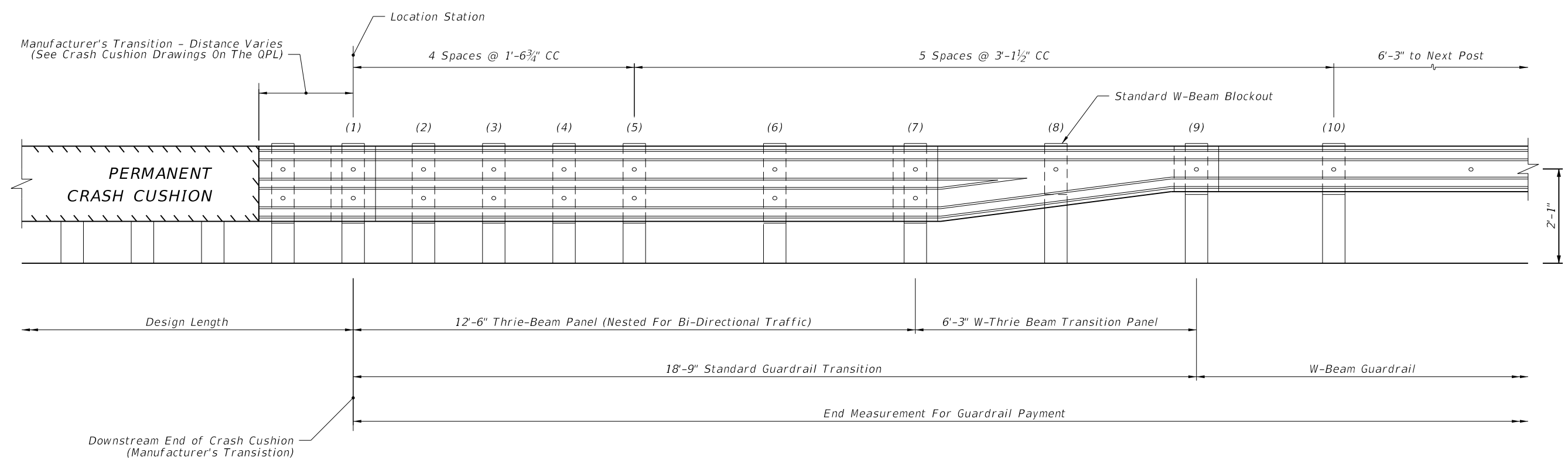
Design Length (ft.)	Design Speed (mph)	Crash Test Level
8.75	35	TL-2
11.50	40	
11.50	45	
14.25	50	TL-3
20.00	55	
22.75	≥ 60	

**PERMANENT CRASH CUSHION APPLICATIONS**

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PLAN VIEW



ELEVATION VIEW

STANDARD GUARDRAIL TRANSITION

Note:  
 Post Numbers 8, 9 and 10 will have Standard  
 6"x8"x14" Wooden W-beam Blockouts.  
 For Additional Information on Standard Guardrail  
 Transitions see Design Standard, Index 400.

LAST REVISION 01/01/14	DESCRIPTION: Revised W-beam Mounting Height to 2'-1" and revised W-Thrie Beam Transition Panel. Added Elevation View Notes.	 FDOT 2014 DESIGN STANDARDS	CRASH CUSHION DETAILS	INDEX NO. 430	SHEET NO. 2 of 2
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