



~ CONCRETE PAD SECTION ~

- ~ NOTES ~
- CRASH CUSHION TYPE VI, CLASS \blacklozenge , \star , \triangle
 - \blacklozenge CLASS B OR C, AS REQUIRED
 - \star EITHER TEST LEVEL 2 (TL2) OR TEST LEVEL 3 (TL3), AS REQUIRED.
 - \triangle SEE "CONNECTION DETAILS OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL".
 - THE CONCRETE PAD, PAD EXCAVATION AND STEEL REINFORCEMENT, INSTALLED IN PLACE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CRASH CUSHION TYPE VI. USE CLASS AA CONCRETE TO CONSTRUCT CONCRETE PAD (SEE CONCRETE PAD SECTION FOR STEEL REQUIREMENTS). THE PAD SHALL BE CURED AND FINISHED AS EITHER SIDEWALK OR PAVEMENT. THE CROSS SLOPE OF THE PAD OR PAVEMENT SHALL NOT TO EXCEED 5%. THE PAD WILL NOT BE REQUIRED WHEN THE UNIT IS CONSTRUCTED ON RIGID PAVEMENT.
 - CRASH CUSHION TYPE VI MAY BE USED AT THE END OF: CONCRETE MEDIAN BARRIER, BRIDGE PIERS AND STEEL "W" BEAM GUARDRAIL (DOUBLE FACE).
 - WHEN CRASH CUSHION TYPE VI CONNECTS TO: CONCRETE MEDIAN BARRIER OR BRIDGE PIER THE CONTRACT UNIT PRICE SHALL INCLUDE: CRASH CUSHION TYPE VI, ALL HARDWARE, ADDITIONAL RAIL ELEMENTS, POST, CONCRETE PAD AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION.
 - THIS DRAWING DEPICTS CONNECTION OF CRASH CUSHION TYPE VI TO CONCRETE MEDIAN BARRIER END. FOR THIS APPLICATION SEE CURRENT STD. DWG. [RBE-065](#) "CONCRETE MEDIAN BARRIER END".
 - WHEN CRASH CUSHION TYPE VI CONNECTS TO DOUBLE FACE GUARDRAIL SEE CURRENT STD. DWG. [RBC-110](#) "CONNECTION DETAILS OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL".
 - PERMISSIBLE ALTERNATES FOR CRASH CUSHION TYPE VI ARE PATENTED ITEMS: QUADGUARD MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. OF CHICAGO, IL., TRINITY INDUSTRIES, INC. OF DALLAS, TX. OR SCI PRODUCTS, INC. OF ST. CHARLES, IL.
 - THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP PLANS TO THE CONTRACTOR WITH EACH INSTALLATION.
 - THE CRASH CUSHION TYPE VI MAY ALSO BE UTILIZED FOR TEMPORARY USE AND CONSTRUCTION ZONES (CLASS BT OR CLASS CT).
 - A CRASH CUSHION TYPE VI CLASS B IS TO BE USED IN AREAS WHERE CRASH HISTORY IS NOT KNOWN TO BE SEVERE.
 - A CRASH CUSHION TYPE VI CLASS C IS CONSIDERED A SEVERE USE CRASH CUSHION.
 - WHEN SELECTING BETWEEN THE CRASH CUSHION CLASS B OR CLASS C, CONSIDER THE FOLLOWING FACTORS:
 - WHETHER THE HAZARD TO BE SHIELDED IS LOCATED IN A HIGH-OR LOW-RISK IMPACT AREA;
 - INITIAL, MAINTENANCE, AND RESTORATION COST; AND
 - EASE OR DIFFICULTY OF RESTORATION OF THE SYSTEM AFTER IMPACT. THE IMPORTANCE OF THIS FACTOR WILL BE RELATED TO THE TRAFFIC AND HAZARD LEVELS AT A SITE. MORE TRAFFIC AND HIGHER HAZARDS WILL MAKE SPEEDY REPAIR OR REPLACEMENT A HIGHER PRIORITY. A SUGGESTED ADT RANGE IS GIVEN IN THE TABLE BELOW FOR GUIDANCE. THIS GUIDANCE SHOULD NOT SUPERCEDE THE APPLICATION OF SOUND ENGINEERING PRINCIPLES BY EXPERIENCED DESIGN PROFESSIONALS.

CLASS	SPEED (MPH)	ATTENUATOR			APPROX. CU. YD. CONC. FOR PAD	SUGGESTED ADT* RANGE (P.C.P.L.)**
		MODEL	PRODUCT NAME	LENGTH		
B	45 & LESS	TL2	SHORTRACC	14'-0"	1.12	UP TO 12,000
			3-BAY QUADGUARD	12'-0"	0.87	
	OVER 45	TL3	TRACC	21'-0"	1.63	
			6-BAY QUADGUARD	21'-0"	1.53	
C	OVER 45	TL3	SCI100GM	23'-0"	1.7	8,000 AND OVER
			QUADGUARD ELITE	26'-7"	1.98	

W = 2'-0" (INSIDE BAY WIDTH)

* AVERAGE DAILY TRAFFIC
** PASSENGER CARS PER LANE

- ~ LEGEND ~
- NOSE ASSEMBLY
 - BACKUP
 - 6" CONCRETE PAD
 - OBJECT MARKER TYPE 1, (SEE CUR. MUTCD MANUAL FOR DETAILS) CENTER HORIZ. AND VERT.

USE WITH CUR. STD. DWGS.
[RBE-065](#) OR [RBC-110](#)
AS APPLICABLE

KENTUCKY
DEPARTMENT OF HIGHWAYS

CRASH CUSHION
TYPE VI \blacklozenge \star \triangle
(ONE & TWO DIRECTION)

STANDARD DRAWING NO. RBE-060-13

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STATE HIGHWAY ENGINEER	DATE