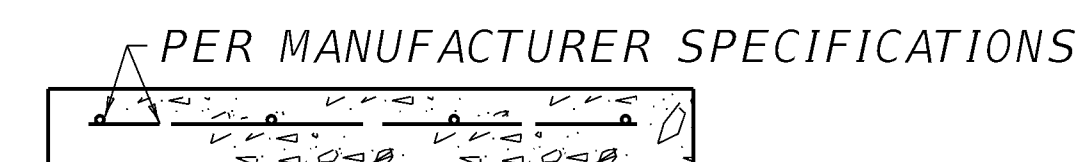
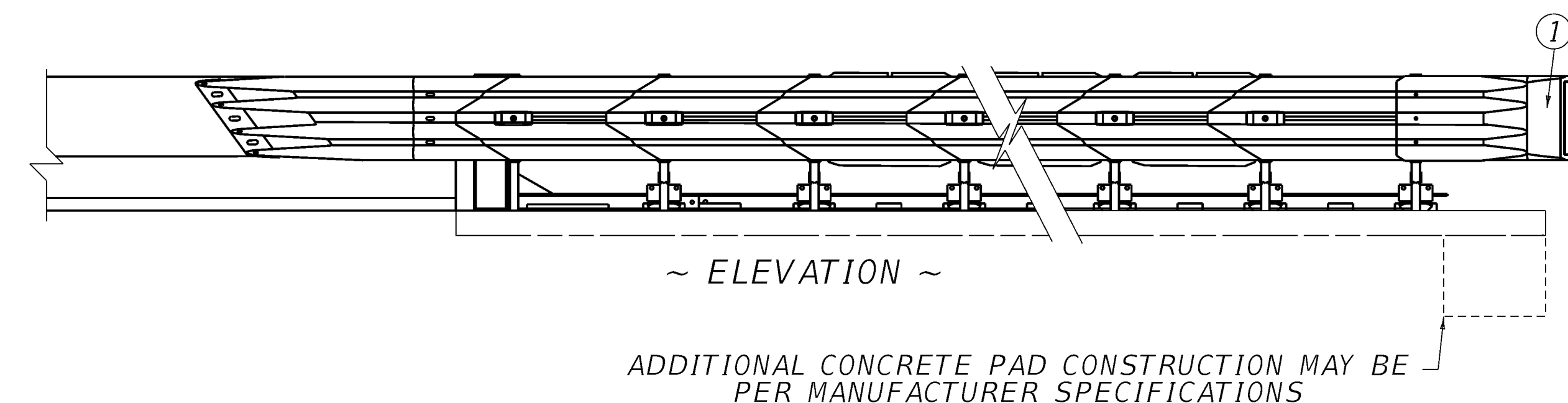
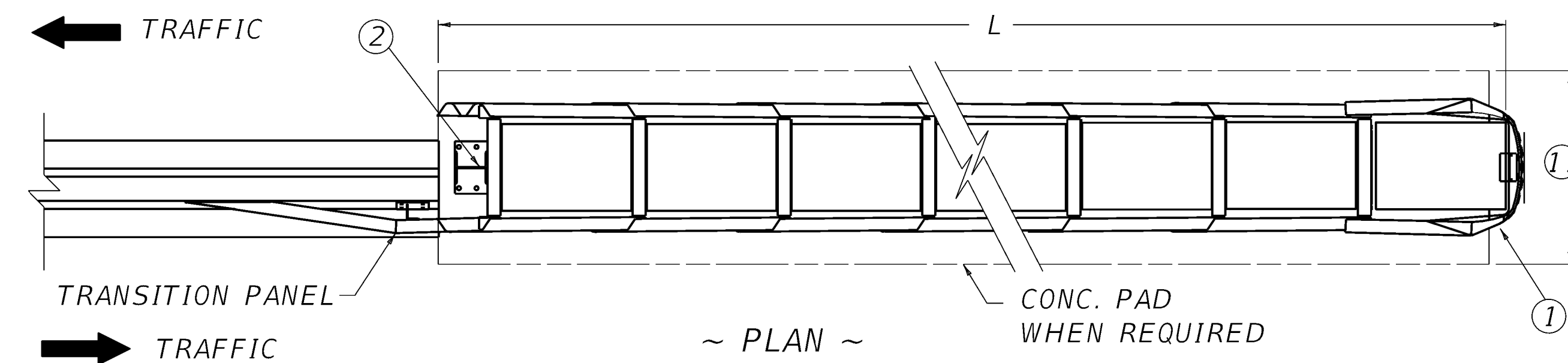
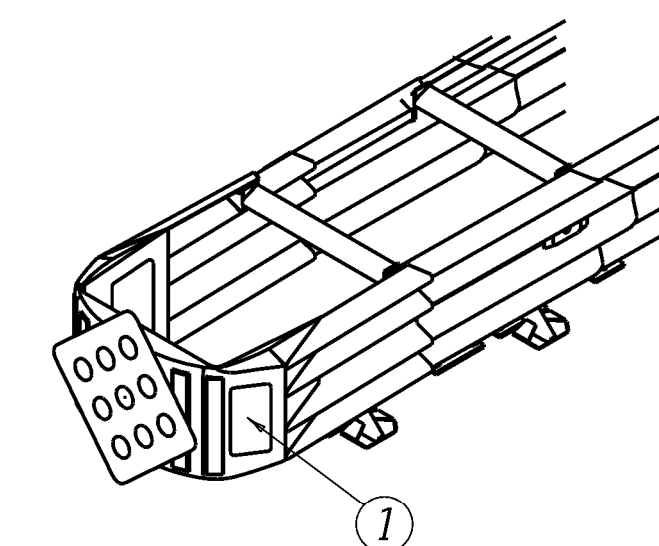


CLASS	SPEED (MPH)	ATTENUATOR			
		MODEL	PRODUCT NAME	MANUFACTURER	LENGTH
B	45 & LESS	TL2	SCI 70 GM IMPACT ATTENUATOR SMART CUSHION	HILL AND SMITH OF COLUMBUS, OHIO	13'-6"
			3-BAY QUADGUARD M10	VALTIR OF DALLAS, TEXAS	13'-0"
B	OVER 45	TL3	SCI 100 GM SMART CUSHION	HILL AND SMITH OF COLUMBUS, OHIO	21'-6"
			6-BAY QUADGUARD M10	VALTIR OF DALLAS, TEXAS	22'-0"
*C	OVER 45	TL3	SCI 100 GM SMART CUSHION	HILL AND SMITH OF COLUMBUS, OHIO	21'-6"
			QUADGUARD ELITE M10	VALTIR OF DALLAS, TEXAS	27'-2"

*A TYPE VI-CLASS C CAN BE USED AT THE CONTRACTOR'S DISCRETION.



~ CONCRETE PAD SECTION ~
(PER MANUFACTURER SPECIFICATIONS)
REFER TO NOTES ① ⑬



~ PICTORIAL VIEW ~

~ NOTES ~

- ① NOSE ASSEMBLY (OBJECT MARKER TYPE 1 AS NECESSARY).
- ② CONSTRUCTION ZONE BACKUP FOR BT.
3. CRASH CUSHION TYPE VI , CLASS B, ☆ , △.
 - ☆ EITHER TEST LEVEL 2 (TL2) OR TEST LEVEL 3 (TL3), AS REQUIRED.
 - △ SEE "CONNECTION DETAILS OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL", RBC-110.
4. CRASH CUSHION TYPE VI-BT IS DEPICTED ATTACHED TO A CONCRETE BARRIER (TEMPORARY).
5. WHEN CRASH CUSHION TYPE VI-BT IS ATTACHED TO STEEL "W" BEAM GUARDRAIL (DOUBLE FACE), ALL APPLICABLE DETAILS SHOWN ON RBC-110 , "CONNECTION DETAIL OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL" SHALL BE REQUIRED.
6. WHEN CRASH CUSHION TYPE VI-BT IS ATTACHED TO STEEL "W" BEAM GUARDRAIL (DOUBLE FACE), THE TRANSITION PANEL SHALL BE ELIMINATED.
7. IN A TWO-WAY TRAFFIC SITUATION FOR A 6" TOP WIDTH WALL, THE UNIT SHALL BE OFFSET FROM THE CENTERLINE OF THE WALL, AS SHOWN IN THE PLAN VIEW. FOR A 12" TOP WIDTH WALL, THE UNIT SHALL BE CENTERED ON THE END OF THE BARRIER.
8. FOR ONE-WAY APPROACH TRAFFIC THE UNIT SHALL BE CENTERED ON THE END OF THE BARRIER.
9. THE COMPLETE INSTALLATION SHALL MEET ALL APPLICABLE REQUIREMENTS OF HILL AND SMITH OR VALTIR.
10. ANCHORAGE DEVICES TO SECURE THE CRASH CUSHION TO THE EXISTING SURFACE SHALL BE SHOWN ON APPROVED SHOP DRAWINGS.
- ⑬ THE CONCRETE PAD, PAD EXCAVATION AND STEEL REINFORCEMENT, INSTALLED IN PLACE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CRASH CUSHION TYPE VI. DIMENSION AND REINFORCEMENT SPECIFICATIONS FOR CONCRETE PADS ARE TO BE PROVIDED BY THE MANUFACTURER. THE PAD WILL NOT BE REQUIRED WHEN UNIT IS CONSTRUCTED ON RIGID PAVEMENT.
12. THE PAD WILL NOT BE REQUIRED WHEN THE UNIT IS CONSTRUCTED ON EXISTING PAVEMENT OR BRIDGES AND THE COST OF ANCHORING SHALL BE INCLUDED IN THE UNIT PRICE OF THE CRASH CUSHION.
13. CRASH CUSHIONS ARE TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, INCLUDING THE CONCRETE PAD. THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP DRAWINGS TO THE CONTRACTOR WITH EACH INSTALLATION.

USE WITH CUR. STD. DWG.
RBC-110

SUBMITTED W. J. Laysan 05-03-2024
DIVISION DIRECTOR DATE



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: SEPIA 037 - CRASH CUSHION TYPE VI BT AND CT (TL2 AND TL3)

ITEM NO. COUNTY OF

SHEET NO.