

FOR CONTRACT NO.: 12-0M9304
PROJECT ID: 1213000038

INFORMATION HANDOUT

CRASH CUSHION INFORMATION

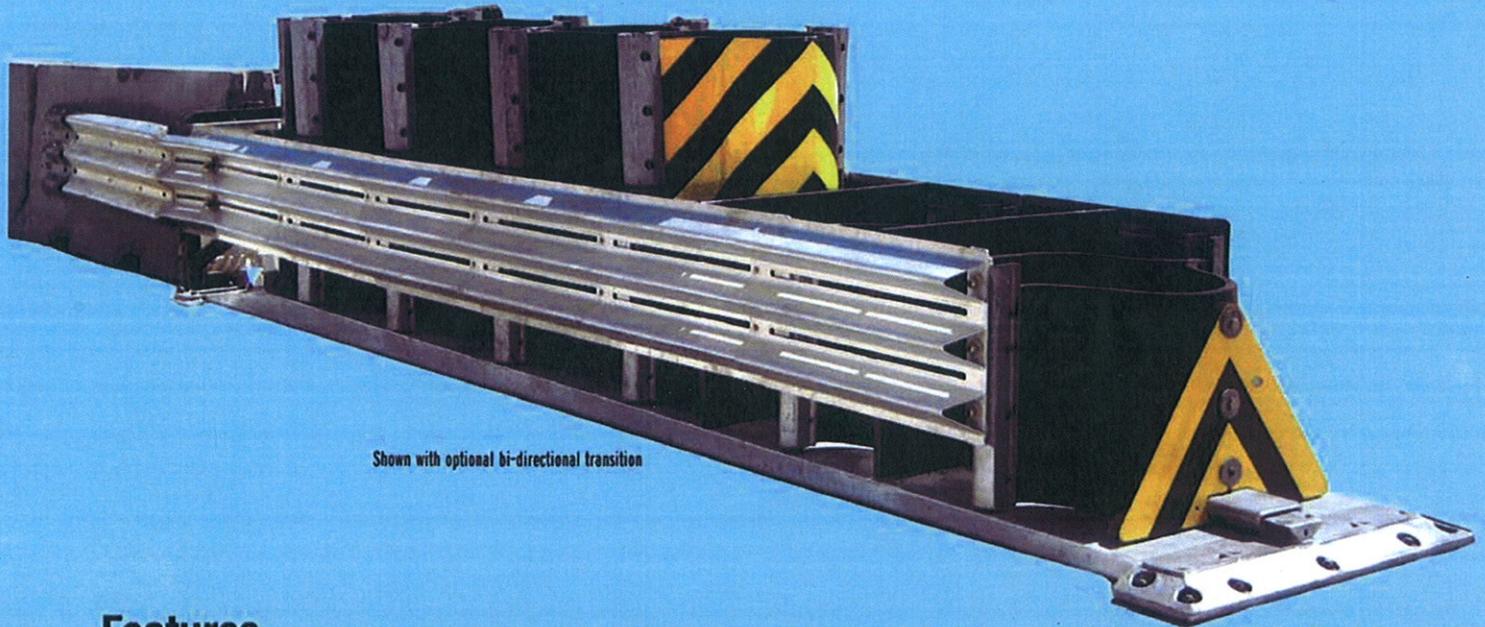
TrafFIX Devices, Inc. – Compressor Attenuator

Work Area Protection Corp. – Smart Cushion Innovations (SCI 100GM)

Energy Absorption Systems, Inc. – REACT 350 Wide

ROUTE: 12-Ora-5, 55, 57, 91, 405-Var

Compressor[®] Attenuator

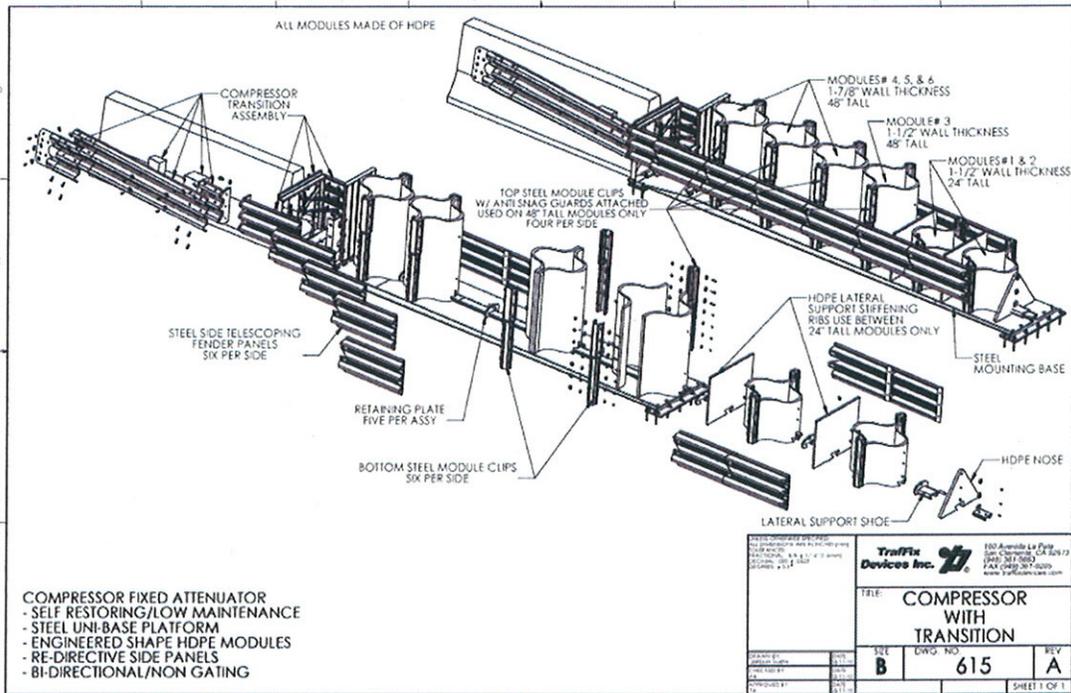
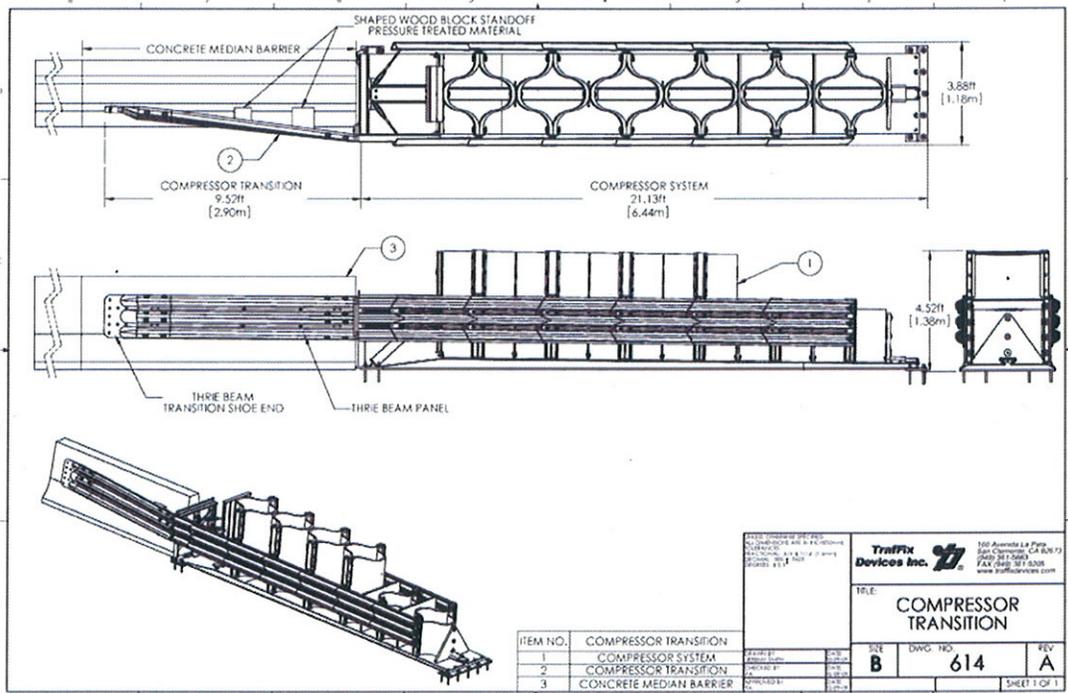


Shown with optional bi-directional transition

Features

- Passed all required NCHRP 350 TL-3 Tests — FHWA Acceptance Letters CC95 and CC95A
- Compressor is categorized by the FHWA as a "Low Maintenance / Self Restoring" Attenuator
- Overall length 21' 3" — Attenuator Module/Effective length 16' 6"
- Delivered assembled and ready to install — eliminates on-site assembly
- Compressor is up to 30% shorter than other Low Maintenance / Self Restoring Attenuators on the market today
- Galvanized steel Uni-Base™ platform requires only 14 bolts to secure Compressor to concrete pad or roadway
- Compressor's assembled design combined with the Uni-Base™ construction makes job site installation fast, easy and safe — one crew can safely install several units in one day
- Compressor's specially formulated attenuator modules are injection molded from HDPE plastic and are designed to more efficiently absorb energy in a shorter distance
- Attenuator modules are pre-flattened to provide more consistent results after repeated impacts
- Compressor's telescoping ultra high strength steel side panels re-direct side impacts with minimal damage to the attenuator's modules or panels

Compressor[®] Specifications



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 www.traffixdevices.com

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Compressor Attenuators

Features

Passed all required [NCHRP 350 TL-3 Tests](#) - FHWA Acceptance Letter HSSD/CC-95

Compressor™ is a self restoring attenuator designed to take repeated impacts with minimal or no repairs.

After any impact, the system should be thoroughly inspected for damage or maintenance issues

Overall length: 21' 3" - Attenuator Module/Effective length: 16' 6"

Delivered assembled and ready to install - eliminated on-site assembly

Corrosion resistant solid steel Uni-Base™ requires only 14 bolts to secure compressor to the road

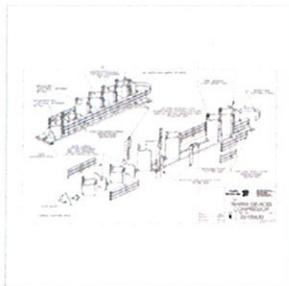
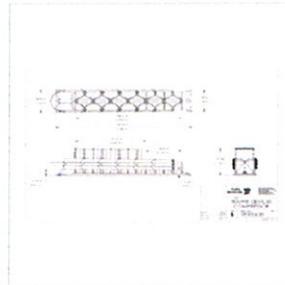
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Images



Documents

+Brochures

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TraFFix Devices, Inc.

Compressor Attenuators

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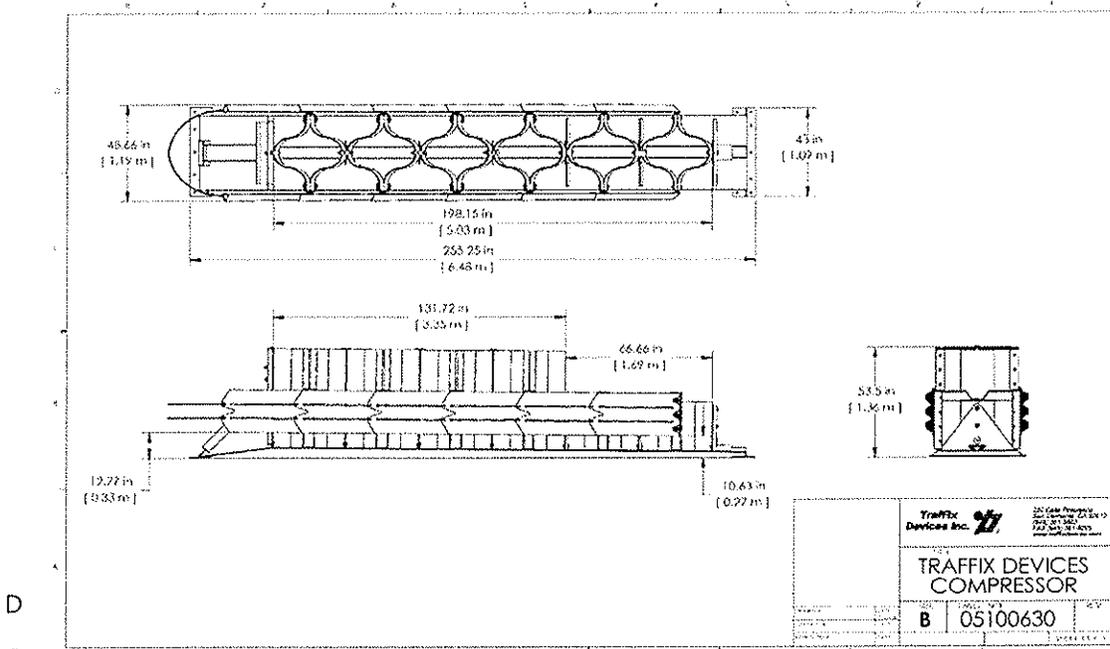
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Images



TraFFix Devices Compressor™ Attenuator
Image 4 of 5

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Compressor
Brochure

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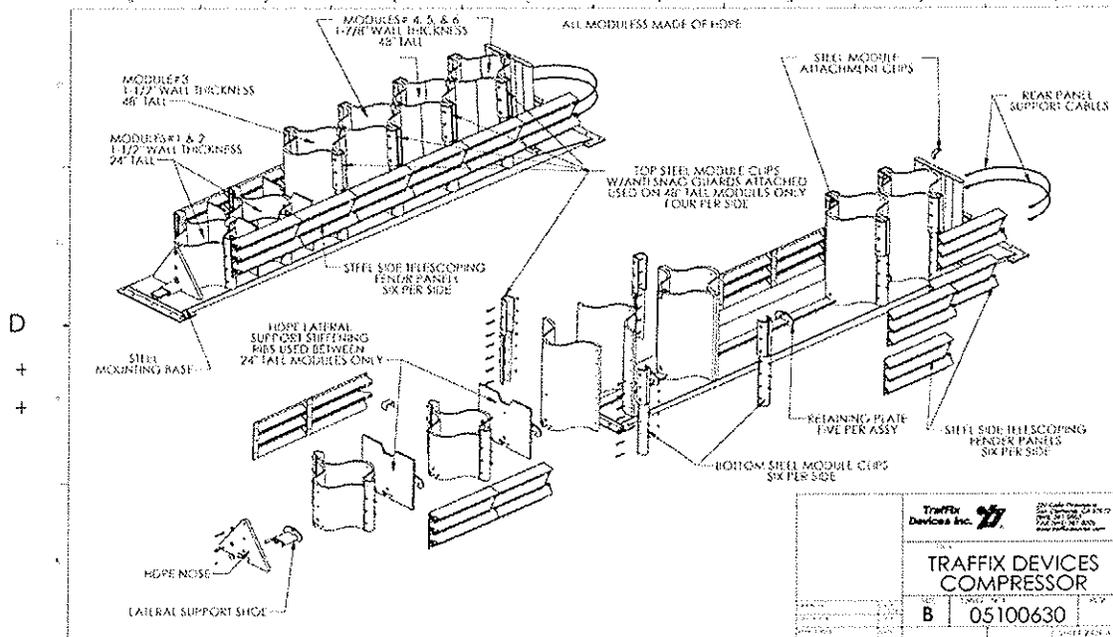
TraFFix Devices, Inc.

Compressor Attenuators

Features

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Images



TraFFix Devices Compressor™ Attenuator
Image 5 of 5

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SMART CUSHION INNOVATIONS™

The World's Only Speed-Dependent Crash Attenuators



The Smart Cushion Innovations (SCI) crash attenuator is a revolutionary, speed-dependent product that varies stopping resistance during an impact. The Smart Cushion Innovations (SCI) crash attenuator allows lighter and slower-moving vehicles to have longer ridedown distances and lower ridedown G forces.

Unlike fixed-resistance attenuators, the Smart Cushion Innovations (SCI) attenuator does not reach maximum stopping resistance unless a vehicle is traveling at the maximum design speed. This fully redirective, non-gating, bi-directional, impact attenuator was designed for maximum safety and reusability, as well as outstanding durability before, during and after an impact.

The SCI is the only attenuator with a reverse-tapered design to eliminate side panel stress during a collapse. It also has an extremely low angle of exit on side impacts (<1°) to keep vehicles from rebounding back into traffic and causing secondary accidents. This is the lowest angle of exit for any redirective attenuator on the market.



How It Works

The hydraulic porting of the attenuator ensures that the proper resistance is used to stop the vehicle before it reaches the end of the cushion's usable length.

The SCI was specifically designed for durability and resetability to enable resets to be performed in less than one hour. After a frontal impact, an experienced crew can perform the two-stage reset in less than 45 minutes. Side impacts within NCHRP 350 specifications should not damage the attenuator.

After an impact, the cushion requires a dual-stage pull-out with the replacement of two 1/4" shear bolts. The crash attenuator requires a minimal inventory of spare parts because of the new side panels' durability and the normal requirement of only two shear bolts on the frontal impact reset. Minimal damage means quick resetting and reduced worker exposure to traffic, as well as lower costs for traffic control, replacement parts and labor.



Ready To Install

SCI attenuators come fully assembled for a pick-and-set install. A typical installation can be performed in less than 1-1/2 hours. The units require no backstops for permanent or temporary construction applications.

NCHRP 350 Test Results

All NCHRP 350 tests were performed on the same unit in four consecutive days. All tests showed outstanding results for ridedown G forces and low angle of exit. There were no replacement parts required prior to the next test except for shear bolts.

"It's a very easy installation. We set the SCI impact attenuator with a truck-mounted crane, drove into the concrete surfacing and then did some epoxy work. The installation went real well and took about an hour. It would normally take longer for a different type of system. SCI manufactures a quality product and I'm sure they save many lives."

— Tyler Chicoine, Garcia-Chicoine Enterprises Inc., Lincoln, Nebraska

Repair Costs

Based on NCHRP 350 Test results, the **SCI100GM** required the following parts and labor:

NCHRP 350 TEST LEVEL III REPAIR RESULTS		Part Names	Cost	Repair Hrs.	Cost	Total Cost
#3-31	2000 kg vehicle 0 degree frontal impact at 102 km/h	2 – Shear Bolts	\$1	2 man hours	\$80	\$81
#3-32	820 kg vehicle 15 degree frontal impact at 101 km/h	2 - Shear Bolts	\$1	2 man hours	\$80	\$81
#3-33	2000 kg vehicle 15 degree frontal impact at 101 km/h	2 - Shear Bolts	\$1	2 man hours	\$80	\$81
#3-37	2000 kg vehicle 20 degree side impact at 99 km/h	0	\$0	0	\$0	\$0
#3-39	2000 kg vehicle 20 degree rev. side impact at 99 km/h	0	\$0	0	\$0	\$0

Test Levels Available

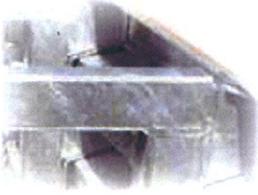
The **SCI70GM** is our Test Level 2 (45 MPH) attenuator and the **SCI100GM** is our Test Level 3 (62 MPH) attenuator. Both attenuators can protect a wide range of hazards including bridges, median barriers and highway signs.

The first speed-dependent, variable-resistance attenuator that can ramp resistance up or down to provide the smoothest ride down of any system on the market.

*"The **SCI100GM** unit has experienced three hits in a very short period. The first was well above the NCHRP 350 criteria. The crash used every bit of the capacity the unit has and I believe the driver survived because of the performance of the unit in extreme circumstances. The next two hits were within the NCHRP 350 criteria and the unit functioned as designed with very little repair cost. As we gain experience in resetting units, the job can be accomplished in less than 30 minutes for a majority of hits. Damage to the unit for the last two hits was limited to the shear pins and the chevron plate."*

— Ron Jones, Trafficade Services Inc., Phoenix, Arizona

Features



Support Gussets.

Gussets located behind the panels reduce gap formation and deformation to prevent snagging on reverse side impacts.



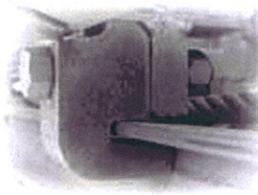
Stronger Side Panel.

Our panels are over 90% stronger than curved profiles. The profile allows the edges to be beveled, reducing the potential for snagging and damage on reverse-direction impacts. The panel also smoothly redirects vehicles on side impacts. The side panel is fabricated from 10-gauge, 60-ksi, minimum-yield steel with a G90 galvanized coating.



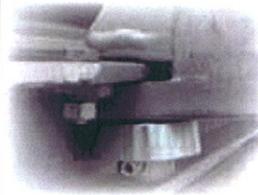
Cable & Cylinder System.

This system allows longer ridedown distances for smaller vehicles, as well as smoother ridedown with lower G forces for all vehicles. The cylinder's hydraulic porting assures a controlled ridedown by applying the necessary resistance required based on the speed of the vehicle.



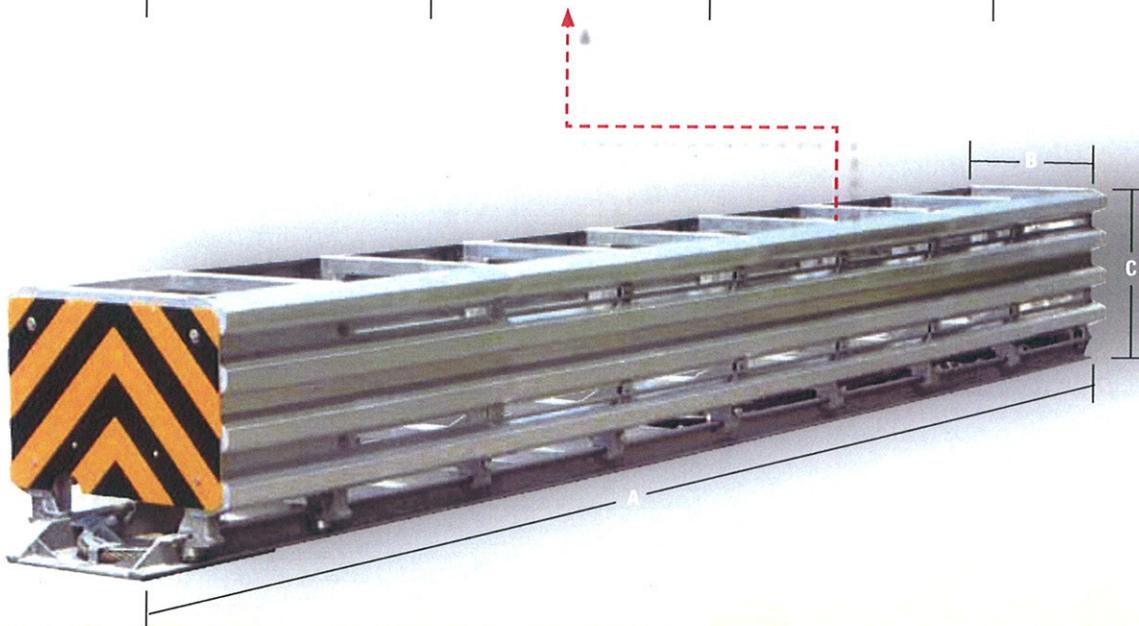
Side Guide Design.

This new design withstands side impacts with no damage. It also allows individual replacement of the support frames.



Front Rollers.

The roller guide design on the front sled produces a smooth, aligned collapse by reducing friction and binding.



SCI Dimensions	Test Level 2	Test Level 3
A	13' 6"	21' 6"
B	24"	24"
C	34"	34"
Weight	2470 lbs.	3450 lbs.

Weights are for attenuators only



SMART CUSHION INNOVATIONS™

Highlights

Safety Benefits

- ▶ Variable force (speed-dependent), not fixed force, provides consistent deceleration during ridedown.
- ▶ Longer ridedown distances and lower sustained G forces for lighter or slower-moving vehicles.
- ▶ Low angle of exit on side impacts (<1°) to keep vehicle from deflecting back into traffic.
- ▶ Quick and easy resetting for reduced worker exposure to traffic.
- ▶ Reduced out-of-service time to maximize highway safety.



Cost Benefits

- ▶ Minimal replacement parts requirement reduces spare parts inventory and parts costs.
- ▶ Quick, easy resetting reduces labor and traffic control costs.
- ▶ The new, reverse-tapered design eliminates side panel stress on frontal impacts to reduce damage and system fatigue from multiple impacts.
- ▶ Low life cycle cost benefits increase dramatically as impacts occur.



About Work Area Protection Corporation

Work Area Protection Corporation is the international leader in traffic control devices and work zone safety products. Since 1969, we have been meeting customer needs and exceeding quality standards with a wide range of highway and construction safety products. We back those products with knowledgeable, personalized customer service and strong distributor support.

Part No.	Description	Weight
Attenuators		
9400	SCI100GM Attenuator 24" wide w/Concrete Anchors Test Level 3	3500 lbs.
9450	SCI100GM Attenuator 24" wide w/Asphalt Anchors Test Level 3	3575 lbs.
9451	SCI70GM Attenuator 24" wide w/Concrete Anchors Test Level 2	2500 lbs.
9452	SCI70GM Attenuator 24" wide w/Asphalt Anchors Test Level 2	2550 lbs.
Anchor Kits		
9401	Concrete Anchor Kit for SCI100GM	
9402	Asphalt Anchor Kit for SCI100GM	
9453	Concrete Anchor Kit for SCI70GM	
9454	Asphalt Anchor Kit for SCI70GM	
Accessories		
9406	Shear Bolt	
9424	Delineator Panel Yellow Test Level 3	
9456	Delineator Panel Yellow Test Level 2	
9439	Epoxy 22 oz. Cartridge Required for Attenuator Part No. 9400=4/9450=12/9451=3/9452=9	
9440	Nozzle Epoxy Mixing – 1 nozzle required per cartridge	
9444	Spare Parts Kit Test Level 3	
9458	Spare Parts Kit Test Level 2	
Transitions		
9431	Transition 24" Jersey Barrier - Right (viewed from front)	 Transition 24" Jersey Barrier
9432	Transition 24" Jersey Barrier - Left (viewed from front)	
9433	Transition 24" Concrete - Left & Right	

Call for other transition design availability

Transition 24" Concrete

Disclaimer

This product is only intended for use as a redirective impact attenuator. Installations must be performed according to manufacturer's specification. Improper installations, modifications or unintended use creates a hazardous condition that can cause personal injury, property damage or death. Any modification or unintended use of this product shall immediately void all manufacturers' warranties. SCI Products Inc. disclaims all liability for injuries to persons or property resulting from any modifications to, unintended use of or unspecified installation of this product.

Designs are subject to change without notice.
 SMART CUSHION INNOVATIONS is a trademark of SCI Products Inc.
 PATENT PENDING.



SCI Products Inc.

Permanent Message Boards • Attenuators • Speed Awareness Products • LED Signals • Advanced Warners



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SMART CUSHION INNOVATIONS

SCI100GM

General Specifications

DESCRIPTION:

The SCI100GM is a redirective, non-gating crash attenuator that consists of a base, supporting frames, a sled, side panels, a wire rope cable, sheaves and a shock arresting cylinder. The base is anchored to the mounting surface and provides support for the frames that are mounted on it. The support frames hold the side panels that provide an outer flat redirective surface for side impacts. The sled provides redirective support for side impacts and deceleration force for frontal impacts. It is designed for 24" applications. The SCI100GM telescopes rearward upon frontal impact and can be reset with minimal repair parts. It is NCHRP 350 Test Level 3 approved.

MATERIALS:

SCI100GM Impact Attenuator component parts shall meet the following requirements:

- A. **Shock Arresting Cylinder.** The cylinder shall be specially designed for different Test Levels and filled with an environmentally friendly, fire-resistant hydraulic fluid that will perform to a minimum saturated pour point temperature of -37 degrees C. (-35 degrees F.). The Shock Arresting Cylinder shall be a metered hydraulic cylinder that has internal ports engineered to reduce the speed of the vehicle to a predefined rate that is dependent on a combination of speed and mass. It translates its resistance (force) to the cable that is attached to the sled.
- B. **Cable.** The wire rope cable shall be a 28.6mm (1.125") 6 x 3 IWRC galvanized wire rope cable with a breaking strength of 58.96 metric tons (65 tons). It shall be attached to the sled with an Open Spelter Socket that has a 100% efficiency rating. It shall be reaved around the Shock Arresting Cylinder and terminated to the base with 4 wire rope clips.
- C. **Base.** The base shall be manufactured from 20.5kg/m (13.8lb/ft) steel channel. It shall include all cross bracing necessary to sustain its design criteria impacts without damage.
- D. **Side Panels.** The side panels shall be manufactured from ASTM A1011 Grade 60 Steel with an ASTM653 galvanized coating. The outer surface shall have four flat flutes to provide a substantial redirective bearing surface for side impacts. The outer trailing edge overlaps shall be formed to create a bend toward the inner panel to reduce snag potential on reverse side impacts. The angle of the outer flat surface to the flat side return wall shall be 19 – 22 degrees which provides an optimized angle for maximum rigidity to minimize damage and snag potential on side impacts. The outside trailing edge shall be longitudinally shorter than the inside trailing edge to produce a minimum of a 23 degree taper giving the attachment bolts more surface to hold the panels on the support frames with no overlap past the rear edge of the support frames to reduce snagging on reverse impacts.

- E. Support Frames.** The support frames shall be fabricated out of 63.5mm x 63.5mm x 4.7mm (2.5" x 2.5" x .187") tubular steel. The support frames provide a structure to mount and support the side panels. They will include outboard gussets to support the top and bottom panel flute to eliminate panel fold over at both locations caused by side impacts. They shall be attached to the base by the side guides using a 1" diameter Grade 8 bolt which allows the frames to slide longitudinally upon frontal impacts. The frames shall be designed to be individually replaced without removing other frames.
- F. Front Sled.** The front sled shall be fabricated out of 63.5mm x 63.5mm x 4.7mm (2.5" x 2.5" x .187") tubular steel. It shall have diagonal bracing to minimize distortion on angled hits, support impact of different vehicle heights, and transfer stopping force to the Spelter Socket attachment. The sled shall have four guide rollers to eliminate wedging on angled front impacts.
- G. Transition Panels.** The transition panels shall be manufactured from ASTM A1011 Grade 60 Steel with an ASTM123 galvanized coating. Three standard transition panels shall be available. These shall be: SCI100GM to Jersey Barrier, SCI100GM to Thrie Beam, and SCI100GM Concrete Transition (for vertical surfaces). Drawings are available for the Thrie Beam transition to be used with Thrie and W Beam Guardrail.
- H. Delineator Plate and ReflectORIZATION.** The front delineator plate shall be supplied in the color specified by the state or, if no color is specified, it shall be yellow. ReflectORIZATION shall be in accordance with state requirements.
- I. Metal Work.** All metal work, except side and transition panels, shall be fabricated from ASTM A36 steel. After fabrication, all metal work shall be hot dip galvanized in accordance with ASTM A123. Welding shall be performed by welders certified per AWS3G.
- J. Fasteners.** All bolts shall be American-made Standard Regular Bolts, unless indicated otherwise in the specification. Anchor bolts shall be anchored using an epoxy with an ultimate pullout load rating of 14,695kg (32,397 lbs) and ultimate shear load rating of 10,644 kg (23,467 lbs).

CONSTRUCTION DETAILS:

The SCI100GM shall be built either on existing concrete pad minimum 150 mm (6") deep or existing 150 mm (6") minimum asphalt (type 6 or 7) over 150 mm (6") minimum compacted subbase (minimum 95% of maximum theoretical density) or existing 150 mm (6") minimum asphalt (type 6 or 7) over 76 mm (3") minimum concrete . If new installation is necessary, then the preferred foundation would be a 150 mm (6") reinforced concrete pad per manufacturer's instructions.

Anchors shall be set into holes drilled with rotary impact drills, approved by the Engineer, of the sizes recommended by the manufacturer of the attenuator.

The SCI100GM shall be bolted in place in accordance with the attenuator manufacturer's instructions, but no sooner than seven days after placement of fresh concrete, without accelerators, and no sooner than three days after placement of concrete which has been batched with an approved accelerator.

If a transition is required, the appropriate manufacturer's standard transition shall be used.

Traffic protection devices, such as cones, drums, lights, signs, barricades, or other articles directed by the Engineer, shall be provided and maintained under their respective items. Those devices shall not be removed until the SCI100GM Impact Attenuator is fully operational and, in lighted areas or areas to be lighted, these articles shall also be maintained until the lighting system is operational.

QUALITY CONTROL:

1. All steel shall be fabricated from the specified material that is called out on the fabrication drawings.
2. All welding shall be performed by welders certified per AWS3G.
3. Material certifications shall be required from all vendors.
4. All attenuators shall be fabricated from the drawings of the NCHRP 350 tested unit.

TESTING AND CERTIFICATION:

The SCI100GM has passed all required tests and is certified for NCHRP 350 Test Level III. The letter of approval from the Federal Highway Administration is dated September 12, 2003 and has a designation of HSA-10/CC-85.

PERFORMANCE:

1. The SCI100GM is designed to meet the Test Level 3 performance criteria of the NCHRP 350 for redirective, non-gating crash cushions including, but not limited to, Occupant Risk Criteria and Redirective Criteria.
2. After impacts that are within the design parameters of vehicle mass and speed, the SCI100GM should not require the replacement of parts except for the Nose Plate and Mobile Sheave Shear Bolts. Side impacts may only require an inspection with no repair parts necessary.
3. Upon side impacts, vehicle exit angles should be <1 degree.

DIMENSIONS:

Width (Effective) -----	24" (610mm)
Length -----	21.5' (6.55m)
Height -----	33" (838mm)
Weight -----	3450 lb (1565kg)



SCI Products Inc.

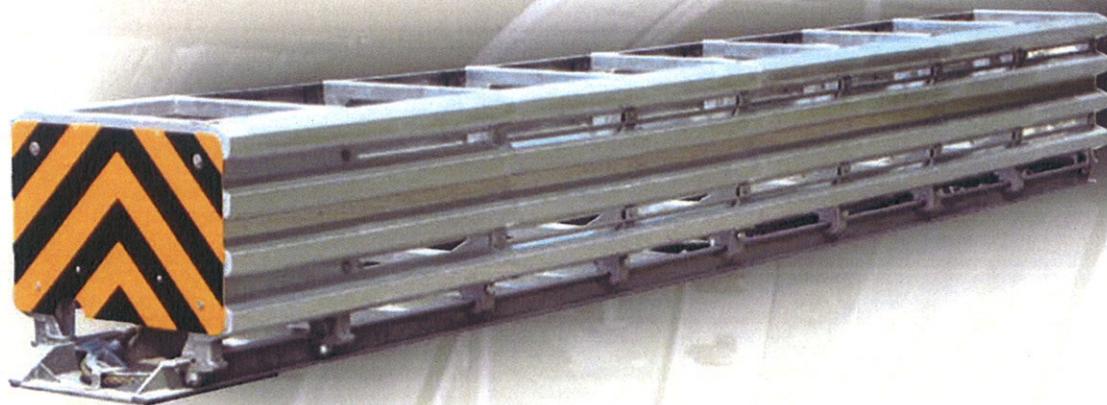
**SCI70GM AND SCI100GM
DESIGN AND INSTALLATION
MANUAL**

**The World's Only
Speed-Dependent
Crash Attenuator**



SMART CUSHION INNOVATIONS®

NCHRP 350 Approved



**Corporate Office:
2500 Production Drive
St. Charles, IL 60174
Telephone: 800-327-4417
www.workareaprotection.com**



Work Area Protection

TABLE OF CONTENTS

OVERVIEW	1
Product.....	1
Maintenance.....	1
Crash Performance	1
SPECIFICATIONS	2
Description.....	2
System Dimensions & Weight	2
DESIGN CRITERIA	2
General.....	2
Foundations	2
Support Structure	3
Location.....	3
Transition Design.....	3
INSTALLATION.....	6
Installation and Performance Statements.....	6
Safety.....	6
Equipment List	Appendix B
Site Preparation.....	6
Foundations	6
Placement of the Crash Cushion.....	7
Anchor Installation.....	7
Delineator Panel Attachment	8
Transition Installation	8
Final Inspection	8
RESETTING CRASH CUSHION AFTER IMPACT	9
Site Preparation.....	9
Re-Extension and Inspection after Frontal Impact	9
Side Impact Inspection and Repair	10
Cable Inspection and Replacement Procedure	11
Cylinder Inspection	11
Anchor Bolt Inspection	11
Side Panel Inspection.....	12
Side Guide Inspection	12
Final Inspection	12
Non-Repairable Impacts	12

APPENDICES

<u>SCI Attenuator Parts List</u>	A
<u>Equipment List</u>	B
<u>Attenuators</u>	
SMART CUSHION®, TEST LEVEL 2	C
SMART CUSHION®, TEST LEVEL 3	D
<u>Foundations</u>	
Foundation Test Level 2	E1
Foundation Test Level 3	E2
<u>Layouts</u>	
Gore Assembly	F
Gore Assembly Calculations	F3
<u>Transitions</u>	
Jersey/F Shape Barrier	G
Concrete Block, 24" (610 mm)	H
Concrete Block, 30" (762 mm)	I
Concrete Block, 36" (915 mm)	J
Concrete Block, 30" (762 mm), Flared	K
Concrete Block, 36" (915 mm), Flared	L
Thrie-Beam	M
W-Beam (Reverse Direction Traffic Design)	N
Jersey/F Shape, 36" (915 mm) Base X 32" (813 mm) Tall	O
Jersey/F Shape, 36" (915 mm) Base X 42" (1067 mm) Tall	P
Median Barrier, Single Slope	Q
W-Beam 28" Tall (no reverse direction traffic design)	R
W-Beam 32" Tall (no reverse direction traffic design)	S

OVERVIEW

Product

The SMART CUSHION® impact attenuators are some of the many safety products manufactured and sold by SCI Products, Inc. They are NCHRP Report 350, Test Levels 2 and 3 (TL2 and TL3) compliant (Models SCI 70 GM and SCI 100 GM, respectively) and are fully redirective, non-gating, and bi-directional. SMART CUSHION® impact attenuators are used to help protect motorists from obstacles in both permanent and work zone locations. They can be attached to most types of median and roadside barriers.

The SMART CUSHION® attenuators use a patented system for stopping vehicles. The system is speed dependent and stops small and large vehicles by automatically regulating the stopping force exerted on a vehicle. Small vehicles are stopped more slowly than large vehicles to minimize the forces on the occupants and reduce the chance of injuries.

The SMART CUSHION® attenuators are slightly tapered from front to rear. This allows the side panel sections to collapse over the next section with minimum stress and damage. During collapse, the parts move freely past each other and do not become wedged upon impact.

Neither wide temperature variations nor temperature extremes affect the performance of SMART CUSHION® impact attenuators. The viscosity of the fluid in the shock-arresting cylinder has very little effect on performance.

Maintenance

SMART CUSHION® impact attenuators are low-maintenance units. In a two-year performance evaluation report submitted to the Federal Highway Administration, the average cost of parts to repair a SMART CUSHION® impact attenuator was \$39, excluding two catastrophic impacts. More than four out of five of the reported repairs only required two shear bolts costing under \$2. A trained, two-person maintenance crew can return most impacted SMART CUSHION® attenuators to full service within 30 – 60 minutes. This short repair time reduces the maintenance workers' exposure to traffic and minimizes motorist inconvenience. Side impacts usually result in no damage to the impact attenuator.

Crash Performance

The SMART CUSHION® impact attenuators broke new ground during NCHRP Report 350 crash testing. In the high-speed test, 100 kilometers per hour (63 miles per hour) the small vehicle's deceleration rate was significantly lower than any previously recorded value (-9.8 G's as compared to -13.4 G's). This means less impact forces on the vehicle's occupants and a reduced risk of injury occurrence and severity.

Another amazing fact is that all the tests were conducted on the same SMART CUSHION® unit over four consecutive days with no damage to non-expendable parts. The only parts replaced after each crash test were the two shear bolts, costing less than \$2 for each reset.

SPECIFICATIONS

Description

The SMART CUSHION® is a redirective, non-gating crash attenuator that consists of a base, supporting frames, a sled, side panels, a wire rope cable, sheaves, and a shock-arresting cylinder. The base is anchored to the mounting surface and provides support for the frames that are mounted on it. The support frames hold the side panels that provide a flat outer redirective surface for side impacts. The sled provides redirective support for side impacts and deceleration force for frontal impacts. The SMART CUSHION® telescopes rearward upon frontal impact and can be reset with minimal repair parts. It is NCHRP 350 Test Levels 2 and 3 approved.

System Dimensions & Weight

Table 1 – Dimensions & Weight

	SCI 70 GM	SCI 100 GM
Width	24" (610 mm)	24" (610 mm)
Length	13 ½ ft (4115 mm)	21 ½ ft (6550 mm)
Height	33" (840 mm)	33" (840 mm)
Weight	2465 lbs (1120 kg)	3450 lbs (1570 kg)
NCHRP 350, Test Level	2	3

DESIGN CRITERIA

General

SMART CUSHION® impact attenuators comply with NCHRP Report 350, TL2 and TL3, and are designed for work zone and permanent applications.

Foundations

Foundations must be a flat surface with longitudinal and cross slopes of 10:1 (horizontal: vertical) or less. SMART CUSHION® impact attenuators should not be located over drainage basins or expansion joints. Portland cement concrete foundation pads are preferred for permanent installations; asphaltic concrete foundation pads are appropriate for work zone installations. The following table describes the foundations that may be used. See Appendices for drawings.

Table 2 – Foundations

Pad Material and Thickness	Anchor Embedment
6" (150 mm) reinforced PCC ¹	5 ½" (140 mm)
8" (205 mm) non-reinforced PCC	5 ½" (140 mm)
3" (75 mm) AC ^{2,3} over 3" (75 mm) non-reinforced PCC	16 ½" (420 mm)
6" (150 mm) AC over compacted subgrade ³	16 ½" (420 mm)
8" (205 mm) AC ³	16 ½" (420 mm)

- Notes: 1. Portland cement concrete
 2. Asphaltic concrete
 3. Minimum compaction: 95% of optimal

Concrete compressive strength shall be 4000 psi (28 MPa) at 28 days.

Foundation lengths may vary when using wide transitions.

Support Structure

SMART CUSHION® impact attenuators are self-supporting and do not require an additional support structure.

Location

The SMART CUSHION® impact attenuator's location determines its position and transition requirements.

1. **Approach Zone** – SMART CUSHION® impact attenuators should not be placed directly behind raised curbs. The longitudinal and cross slopes in front of the device should be 10:1 (horizontal: vertical) or less.
2. **Barrier Width** – SMART CUSHION® impact attenuators are 24" (610 mm) wide at the rear. Barriers 24" (610 mm) wide, or less, can be shielded without using a transition if there is no reverse direction traffic. Barriers that are wider than 24" (610 mm) and/or have reverse direction traffic require a transition, available from SCI Products, Inc.
3. **Barrier Height** – SMART CUSHION® impact attenuators are approximately 33 3/8" (848 mm) high. Barriers should be as high, or higher, than the SMART CUSHION® to provide the proper support and transition attachment.
4. **Barrier Shape** – SMART CUSHION® transitions allow for connection to many barrier shapes. A rectangular concrete block provides the most economical and simplest shape to connect to.

Transition Design

SMART CUSHION® impact attenuators can be attached to many different barrier shapes. The attenuators are designed for direct attachment to 24" wide barriers and Jersey/F-Shape barriers with base widths up to 27 1/2" (700 mm). **The SMART CUSHION® side panels move rearward beyond the end of the attenuator up to 30" (760 mm) upon impact.** This area is known as the travel zone. SMART CUSHION® transitions provide this travel zone in front of wider barriers and obstacles.

See appendices for SMART CUSHION® transition drawings. SCI Products, Inc. can make transitions for other applications. Contact us for details.

Transitions

Necessary Locations (see Figure 1 – Necessary Locations):

- There is reverse direction traffic within the clear zone.
- The barrier intrudes into the side panels' travel zone.

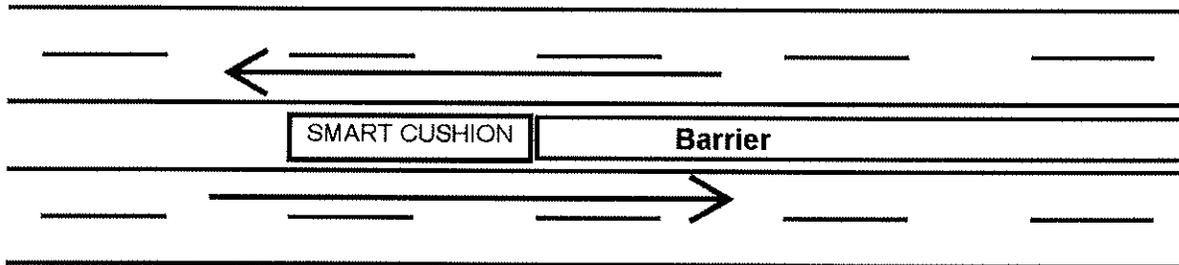


Figure 1 – Necessary Locations

Examples are median applications with bidirectional traffic, two lane roads with crossover potential, etc.

Unnecessary Locations (see Figure 2 – Unnecessary Locations):

- No reverse direction traffic within the clear zone.
- The barrier does not intrude into the side panels' travel zone.

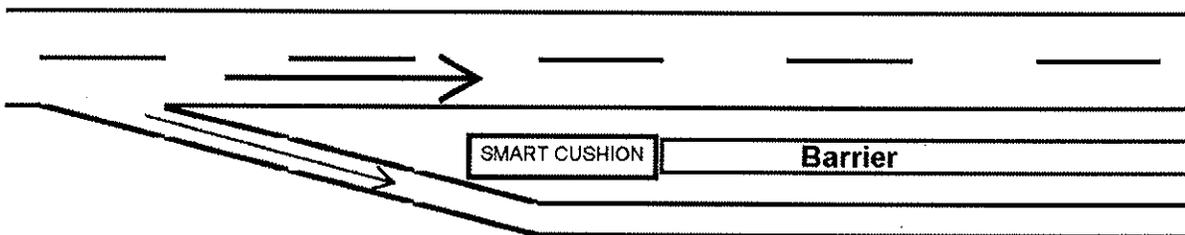


Figure 2 – Unnecessary Locations

Examples are traffic splits, shoulder applications with no crossover potential, one-way roads, etc.

Determining Side of Transition

The transition's side is determined by standing at the front of the attenuator looking rearward toward the barrier to choose between left and right.

Drawings

The following SMART CUSHION® transitions and layouts are available from SCI Products, Inc. Diagrams are shown in the Appendices as follows:

- Layout – Gore Assembly, Appendix F & F2 - Rigid design for wide obstacles.
- Layout – Gore Assembly Calculations, Appendix F3 - Used to calculate longitudinal distances and parts requirements.
- Transition - Jersey/F Shape, Appendix G - Used on standard Jersey/F shaped barriers with a 24" Base
- Transition - Concrete Block, 24", Appendix H - Used on 24" Concrete Block that must be 30" longitudinal length for our travel zone.
- Transition - Concrete Block, 30", Appendix I - Used on 30" Concrete Block and will extend our installation length 38".
- Transition - Concrete Block, 36", Appendix J - Used on 36" Concrete Block and will extend our installation length 53".
- Transition - Concrete Block, 30", Flared, Appendix K - Used on 30" Concrete Block/Pillars and will extend our installation length 54".
- Transition - Concrete Block, 36", Flared, Appendix L - Used on 36" Concrete Block/Pillars and will extend our installation length 71".
- Transition – Thrie-Beam Rigid Assembly, Appendix M - Rigid design for possible reverse direction impacts.
- Transition – W-Beam Rigid Assembly, Appendix N - Rigid design for possible reverse direction impacts.
- Transition – Jersey, 36" Base, Appendix O - Used on 32" high Jersey Shape that has a 19" starting width at the top of the barrier.
- Transition – Jersey, 36" Base, Appendix P - Used on 42" high Jersey Shape that has a 19" starting width at the top of the barrier.
- Transition – Single Slope Barrier, Appendix Q - Used on 42" and 48" Single Slope barrier up to 26" wide at the base.
- Transition – W-Beam 28" High, Appendix R – Connection to 28" high W beam Guardrail with no reverse direction traffic
- Transition – W-Beam 32" High, Appendix S – Connection to 32" high W beam Guardrail with no reverse direction traffic

Installation

Installation and Performance Statements

Proper performance within these limits depends on correct installation of the system on an approved foundation. Any crash cushion not installed according to the drawings and the requirements of this installation manual may present an unsafe condition and should be reinstalled accordingly.

Impacts with vehicles whose size or mass are outside of those tested according to NCHRP 350 or with vehicles traveling at speeds greater than those tested according to NCHRP 350 will not necessarily produce results within the test criteria. While the tests account for most crash conditions, they do not cover all situations. The crash cushion is in conformance with the requirements of NCHRP 350 Levels 2 & 3 but is not guaranteed to safely stop a vehicle in a situation not encompassed by the test conditions.

Safety

All work during installation, repair and inspection of the crash cushion should be performed according to federal, state and local laws.

Equipment List

See Appendix B

Site Preparation

Check to make sure there are no drains; expansion joints; or buried conduit, cables or utility lines in the footprint space where the attenuator will be placed. Remove any curbs or obstacles in front of or beside where attenuator will be installed for a minimum distance of 12 ft from any edge of the attenuator. Be sure to set up proper traffic control before beginning any installation or repair work at the site.

Foundations – (reference Appendices E1 and E2)

New foundations should be installed according to Appendix E – Foundation Drawing. Concrete should reach full cure strength before use. The surface of the foundation must be cleaned of all debris, dirt, mud, sand, etc., as the crash cushion must sit on a level plane, although cross slope of up to 10:1 (horizontal: vertical) is allowed.

Any of the following foundations will meet the minimum requirements:

- 6" reinforced concrete pad
- 8" non-reinforced concrete pad
- 3" asphalt over 3" of concrete
- 6" asphalt over 6" of compacted sub base
- 8" asphalt

Note: Concrete should be 28 MPa or 4000 psi minimum at full cure. The slope should not exceed 10:1.

Installing the crash cushion on an existing foundation may result in anchor bolt locations corresponding to rebar positions in the foundation. It may be necessary to use more elaborate drilling equipment than simply an impact drill with standard concrete bits.

Prior to installing the crash cushion on an existing foundation, the concrete must be thoroughly inspected for slope, signs of cracking, surface wear, shifting from original position, undercut of earth below or to the sides supporting the foundation, settling, and any other signs of age or deterioration which may make the foundation unusable. If any of these signs are evident, the foundation must be removed and a new one must be installed according to requirements stated. If prior bolt patterns are present, use proper engineering calculations to assure adequate strength in the new holes.

Placement of the Crash Cushion

Measure the correct distance and offset of the crash cushion according to the type of obstruction being shielded and the type of transition being used. The dimensions shown on the transition drawings may be used as a guide for this. System drawings are also available.

The crash cushion is shipped in one piece, fully assembled. Using a choked four-point attachment at the designated lift points on the appropriate panel support frames behind the sled, lift the crash cushion off the transporting vehicle with a boom or forklift of sufficient capacity and place it in the position marked on the foundation.

Once in place, double-check the measurements to be sure of the proper location of the crash cushion.

Warning: On a full collapse, the last set of side panels will telescope 30" beyond the last terminal brace at the rear of the crash cushion. All objects that may interfere with this motion can affect the performance of and cause undue damage to the crash cushion.

Anchor Installation

Embedment Requirements are as follows:

6" reinforced concrete pad – anchor embedment of 5 ½" and a torque value of 125 ft-lbs

8" non-reinforced concrete pad – anchor embedment of 5 ½" and a torque value of 125 ft-lbs

3" asphalt over 3" of concrete – anchor embedment of 16 ½" and a torque value of less than 10 ft-lbs

6" asphalt over 6" of compacted sub base – anchor embedment of 16 ½" and a torque value of less than 10 ft-lbs

8" asphalt – anchor embedment of 16 ½" and a torque value of less than 10 ft-lbs

Using the holes in the base as a template, drill 7/8" diameter holes to the proper depth as previously defined. If the crash cushion is being installed on an existing foundation and the drills are hitting rebar, use a core drill or rebar cutter to ensure that straight, vertical holes are made at each location. Take care that the holes do not break out the bottom of the foundation as this may result in loss of epoxy during anchor placement.

Once the holes are drilled, clean the hole of all debris using suitable means. To ensure epoxy adhesion, concrete holes MUST be cleaned with a bottle brush to remove embedded dust, and a final check conducted that all holes are clean of debris and dry. Inject the epoxy into each hole at an angle to avoid air entrapment. Use a sufficient amount of epoxy so that the hole will be filled when the bolt is inserted. Screw the nut on the anchor bolt flush with the end, put the washer on the stud, and immediately insert the anchor stud all the way to the bottom while turning the anchor. This method assures the anchor bolts are vertically plumb and the threads are coated with epoxy.

****Stud locations that can restrict the movement of the mobile sheaves should not project more than 1/2" above the nut after final torque is completed.**

There is a quantity of 48 anchors for the SCI 100 GM, TL-3 attenuator.

There is a quantity of 34 anchors for the SCI 70 GM, TL-2 attenuator.

The epoxy will be ready for bolt tightening after 30 minutes at 80 degrees F (27 degrees C). See the container label for other temperatures and bolt up times. After sufficient time has passed to allow the epoxy to cure, torque the anchor nuts to 170 N-m (125 ft-lbs). Substitute epoxy must match our specifications. Asphalt anchors are longer and should only be torqued to less than 10 ft-lbs.

Delineator Panel Attachment

Installation of the front delineation plate will be determined by the location of the attenuator and state regulations. A delineation plate is shipped with the yellow background applied and no striping. It is attached by four bolts. Applying the striping to the plate is easier while it is removed from the attenuator. Examples of the delineation plate are as follows:



Right Shoulder



Gore Area



Left Shoulder

Transition Installation

Transitions may be required. Any use of a crash cushion with a possible reverse direction impact will require a transition. In all applications, be sure to install the transition anchors that are exposed to traffic, so that there is no extension of the studs beyond the outside face of the nut. Refer to the transition drawings for details of the required anchor locations. For horizontal stud installation in concrete use mechanical anchors, or if using studs repeat the same epoxy installation process as the anchor bolts using plugs to retain the epoxy to secure the transition to the barrier. Transition drawings and parts explosions are in the appendices.

Final Inspection

After the anchor bolts have been tightened to the proper torque value, check that the crash cushion is not distorted in any way as might happen if the unit is secured to a foundation which is not an even surface. Check that the front section is pulled out to within 1" of the front stop bolts and that no part of the unit has been damaged by shipping and handling. Verify that all assembly

bolts are tight and have not come loose during shipping or installation. Finally, check that no tools or other equipment have been left within the crash cushion structure.

Resetting Crash Cushion after Impact

In the event of any impact, the crash cushion will require a full evaluation to determine the necessary repairs to return it to service. To do this, proceed as follows:

Site Preparation

Do not begin work until all accident debris has been cleared and the area declared safe and accessible by government authorities.

Re-Extension and Inspection after Frontal Impact



1. Remove the front delineator panel and attach pulling means to the **bottom brace** of the front sled.

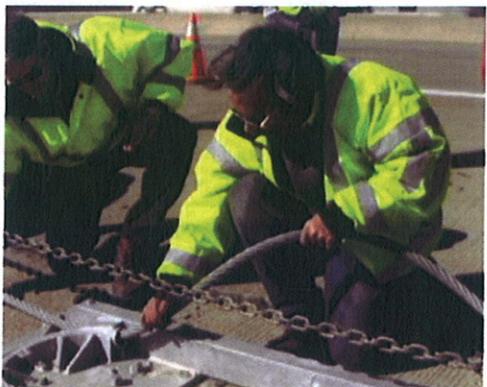
2. Use wire or strap on the bottom brace at the front of the sled to hold the spelter socket up in the air while pulling out or it will catch on the base frame cross braces.



3. Remove the front cable bracket that is located on the front sheave at the front of the attenuator.

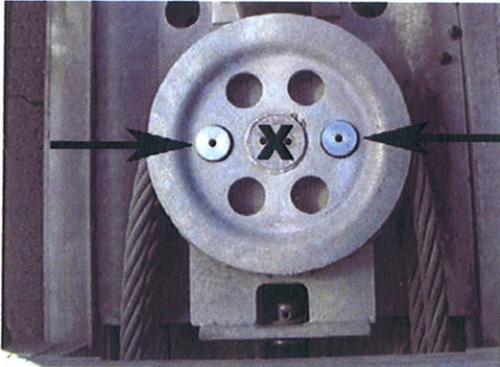
4. Pull the sled forward one to two feet to give you slack on the cable.

5. If necessary, use two long-handled flat screw drivers to break cable loose from the sheave at the front of the attenuator if the zinc coating has attached the cable to the sheave. Start feeding the cable out of the front of the unit.



6. Pull the sled out the rest of the way in **short smooth increments** so you can help feed the cable out the front of the attenuator. This will give you a cable loop in front of the attenuator. **When you are past the last cross brace, you will need to remove the strap or wire to allow the cable to follow the path into the front sheave.** The sled **must** be fully extended to replace the shear bolts. The sled should be less than 1" from the stop bolts in the front.

7. During frame pullout, inspect front part of the cable from the spelter socket, as it will be partially obscured after extension of the mobile frames and sheaves. **See the cable inspection procedure.**



8. Remove the front and rear sheave cover plates at each end of the cylinder by removing the two hex bolts that hold them down.

9. Remove the anti-rotation pins, which are the two outer pins, inserted through the holes in the sheaves from both the front and back sheaves. This will be easily done if you make a tool with a handle and a threaded $\frac{3}{8}$ " NC end to screw into the pins. SCI has a tool available for purchase for use during this step. **Caution: Do not remove the center pin. Also, the rear pins are longer than the front sheave pins and cannot be intermixed so leave them by their locations.**

10. Remove shear bolt remnants in the holes on both sides of the mobile sheaves. These are grade 8 bolts so they can be difficult to remove without a 90 degree pry bar with a claw to pry out.

11. Attach a pulling means to the shackle on the mobile sheaves.

12. Slowly pull out the mobile sheaves. **Be sure the cable doesn't ride up over the front sheave while the slack is taken up, as it will be difficult to regain slack. Do not stand inside the cable loop or be in the pulling strap danger zone.**



13. Finish pulling out the mobile sheaves until you can see through the shear bolt holes **but do not put in the shear bolts yet.**

14. If the cable passes inspection, release any tension on your pulling strap and reinstall the anti-rotation pins in the front and back sheave assemblies and reinstall the cover plates for those sheaves using marine grade anti-seize on the bolt threads. The sheaves may be aligned by inserting a pry bar into the sheave holes. Work your way from the bottom up.

15. Put tension on your pulling strap and replace the two $\frac{1}{4}$ " Grade 8 shear bolts in the front corners of the mobile sheaves.

16. Inspect the cylinder, anchor bolts and side panels according to the procedures listed after this section.

Side Impact Inspection and Repair

17. Inspect and replace any damaged side panels.

18. Inspect and replace any damaged side keeper bolts on all panels. There are three styles of side keeper bolts. The winged style is for the panel connected to the sled and bolts through the first frame behind the sled. The center side keepers have a $\frac{1}{2}$ " shoulder while the last side keeper, which is bolted to the terminal frame, has a $\frac{1}{4}$ " shoulder.

19. Inspect and repair any damaged side guides.

Cable Inspection and Replacement Procedure

The cable should be visually inspected for damage. The most common sign of rope deterioration is broken wires. The wire must be clean and not under tension to perform a visual inspection. The visual inspection should include looking for broken wire strands, localized wear or crowns. A sharp awl or marlin spike can be used to separate wires to check if internal damage is present, indicated by loose wires or crowns. If internal inspection shows any damage to any core wires, the cable should be replaced. If there are more than six random broken wires in one rope lay or three broken wires in one strand in one rope lay, the wire rope should be replaced. A rope lay is the length along the rope in which one strand makes a complete revolution around the rope.

Inspect the spelter socket for broken wires, damaged eyes or other fatigue. Any signs of broken wires at the spelter socket will require a new cable.

Replacement of the cable may be required. The anti-rotation pins in the sheaves will need to be removed for this procedure. Remove the wire rope clips on the old cable and pull the unattached spelter socket out through the front of the attenuator. Feed the new cable through the front sheave bell reducer, wrap around the sheave and back to the bottom rear sheave. Insert a pry bar through the holes to the rear of the sheaves to help guide the cable around the sheave. The cable arrangement travel path is as follows: bottom rear sheave, bottom front sheave, middle rear sheave, middle front sheave, top rear sheave, and top front sheave to cable adjustment bolt. The cable path to the adjustment bolt should be above all other cables. The cable will be marked where the Cable Adjustment bend will be. Attach the spelter socket. Adjust the cable adjuster eyebolt all the way out and thread cable through the eye loop. Wrap cable back against itself with the mark at the bolt eye. Start wire rope clips on the ends of the large loop. Work the wire rope clips up by clamping the wire rope loop in front of the clips. Work the last clip up to 4" from the eyebolt loop, then position the other three wire rope clips back at 3" intervals. When the wire clips are all positioned, tighten them to 225 ft-lbs or 305 N-m.

Cylinder Inspection

The cylinder should be inspected for:

- Dented or swollen tube jacket
- Visible cracks in any welds and fluid leakage from the welds
- Piston rod surface damage, bending or fluid leakage in seal area
- If fully collapsed or over design impact speed, disconnect piston rod from the mobile sheave after the unit is pulled out and push the piston rod in checking for free movement.

If any of these inspections are suspect, replace cylinder and have it examined by the manufacturer. Current models have PTFE seals with an unlimited static life.

Anchor Bolt Inspection

Anchor bolts may come loose or be damaged upon impact. These bolts can be replaced by welding a nut or putting a double nut on them and backing them out of the hole. Drill out the old epoxy and reinstall new bolts with new epoxy.

Side Panel Inspection

Side Panels are designed to nest and collapse with minimal or no damage upon frontal impact. The side keepers sustain a shock upon impact. These side keepers should be replaced if there are any signs of fatigue, bending or other visible damage. Inspect the side panels for any bending or torn metal. If damage is found, any side panel is removable by removing four bolts. It may be necessary to remove the bolts on the panel upstream to slide out a panel located in the middle of the unit. The side keepers used to hold the large front sled panels are different than the side keepers on the center panels. Also, the side keeper used on the last terminal brace, which is the rearmost support, has a shorter shoulder ($\frac{1}{4}$ " vs. $\frac{1}{2}$ "), as it does not have a panel overlap. These shoulders must seat into the outer overlapping panel and pin the inside panel to the frames using a torque value of 270 N-m (200 ft-lbs). Be careful not to pin the edge of the outside panel as it will restrict free sliding of that panel.

Side Guide Inspection

At the bottom of each support frame, there are two guides to stabilize and guide collapse of the attenuator. Inspect each side guide for damage. These guide assemblies are very rugged. The guides should be inspected for any damage. If they are not damaged they can be reused. Upon frontal impact, these guides should be inspected for damage. The torque value for the side guides is 920 N-m (680 ft-lb). These side guides are stronger than the rail, so visually inspect the rail for crowns. Any crowning of the rail can be straightened.

Final Inspection

After the resetting of the crash cushion is complete, verify by visual inspection that all assembly bolts are tight and show no sign of damage. Finally, check that no tools and other equipment or debris have been left within the crash cushion structure. Verify that no other damage unrelated to the most recent impact has occurred and that no significant corrosion or other deterioration has taken place.

Non-Repairable Impacts

There can be instances where the impact is outside the scope of the crash cushion's design. This may render the crash cushion unsafe to reuse and it should be replaced.

APPENDIX A—SCI ATTENUATOR PARTS LIST

SCI CRASH CUSHION PARTS LIST				
Part No.	Description	Qty Per Unit TL2/TL3	Unit of Measure	Spare Parts Kit TL2/TL3
9400	Attenuator 24" wide w/Concrete Anchors TL3			
9450	Attenuator 24" Wide w/Asphalt Anchors TL3			
9451	Attenuator 24" wide w/Concrete Anchors TL2			
9452	Attenuator 24" wide w/Asphalt Anchors TL2			
9401	Bolt Concrete Anchor 3/4" x 7" TL3 *(included in P/N 9400)	*	KIT/48 pcs.	
9402	Bolt Asphalt Anchor 3/4" x 18" TL3 *(included in P/N 9450)	*	KIT/48 pcs.	
9453	Bolt Concrete Anchor 3/4" x 7" TL2 **(included in P/N 9451)	**	KIT/34 pcs.	
9454	Bolt Asphalt Anchor 3/4" x 18" TL2 **(included in P/N 9452)	**	KIT/34 pcs.	
9403	Bolt Cable Adjuster	1	EACH	
9404	Bolt Sled Side Panel	8	EACH	
9405	Bolt Front Stop	2	EACH	
9406	Bolt Shear	2	EACH	10/10
9407	Bolt Side Guide	12	EACH	
9408	Bolt Terminal Brace	4	EACH	
9409	Brace Terminal	1	EACH	
9410	Cable 1 1/8" with Spelter Socket TL3	1	EACH	
9455	Cable 1 1/8" with Spelter Socket TL2	1	EACH	
9411	Clip Wire Rope TL2 & TL3	4	EACH	
9412	Cylinder Shock Arresting TL3	1	EACH	
9445	Cylinder Shock Arresting TL2	1	EACH	
9413	Strap Cylinder TL3	1	EACH	
9448	Strap Cylinder TL2	1	EACH	
9414	Frame Mobile #1 TL3	0/1	EACH	
9415	Frame Mobile #2 TL3	0/1	EACH	
9416	Frame Mobile #3 TL3	0/1	EACH	
9417	Frame Mobile #4 TL2 & TL3	1	EACH	
9418	Frame Mobile #5 TL2 & TL3	1	EACH	
9419	Frame Mobile #6 TL2 & TL3	1	EACH	
9420	Guide Side TL2 & TL3	6/12	EACH	
9421	Keeper Side #3 (Sled Panels) TL2 & TL3	4	Each	4/4
9422	Keeper Side #1 (Side Panels) TL2 & TL3	8/20	EACH	6/6
9423	Keeper Side #2 (Rear Panels) TL2 & TL3	4	EACH	2/2
9424	Panel Delineator (Painted Yellow) TL3	0/1	EACH	0/1
9496	Panel Delineator (Painted Black) TL3		EACH	
9497	Panel Delineator Diamond Grade Chevron 6" stripes TL3		EACH	

SCI CRASH CUSHION PARTS LIST				
Part No.	Description	Qty Per Unit TL2/TL3	Unit of Measure	Spare Parts Kit TL2/TL3
9498	Panel Delineator Diamond Grade Left 6" stripes TL3		EACH	
9499	Panel Delineator Diamond Grade Right 6" stripes TL3		EACH	
9456	Panel Delineator (Painted Yellow) TL2	1/0	EACH	1/0
9506	Panel Delineator (Painted Black) TL2		EACH	
9501	Panel Delineator Diamond Grade Chevron 6" stripes TL2		EACH	
9502	Panel Delineator Diamond Grade Left 6" stripes TL2		EACH	
9503	Panel Delineator Diamond Grade Right 6" stripes TL2		EACH	
9425	Panel Side TL2 & TL3	4/10	Each	3/3
9426	Panel Sled	2	EACH	2/2
9427	Panel Rear	2	EACH	1/1
9428	Sheave (pulley)	6	EACH	
9429	Sled (with guide rollers)24" TL3	0/1	EACH	
9457	Sled (with guide rollers) 24" TL2	1/0	EACH	
9439	Epoxy 28 oz. Cartridge and Nozzle ***	***	EACH	
9515	Epoxy Kit for TL3 Concrete Attenuator		EACH	
9516	Epoxy Kit for TL3 Asphalt Attenuator		EACH	
9517	Epoxy Kit for TL2 Concrete Attenuator		EACH	
9518	Epoxy Kit for TL2 Asphalt Attenuator		EACH	
9440	Nozzle Epoxy Mixing ***	***	EACH	
9441	Dispenser Epoxy	0	EACH	
9443	Boot Cylinder TL3	1	EACH	
9449	Boot Cylinder TL2	0	EACH	
9444	Spare Parts Kit TL3	0	EACH	
9458	Spare Parts Kit TL2	0	EACH	
9488	Reset Parts Kit TL3	0	EACH	
9489	Reset Parts Kit TL2	0	EACH	
9495	Tool Anti-Rotation Pin Removal	0	EACH	
9507	Anchor Drop-In	0	EACH	
9508	Pin Anti-Rotation Front	0	EACH	
9509	Pin Anti-Rotation Rear	0	EACH	
9510	Plate Sheave Cover	0	EACH	
9525	Cable Release Tool	0	EACH	

TRANSITIONS AND TRANSITION PARTS			
9431	Transition Jersey Barrier - Right	0	EACH
9432	Transition Jersey Barrier - Left	0	EACH
9433	Transition 24" Concrete - Left & Right	0	EACH
9437	Transition Thrie Beam - Right	0	EACH
9438	Transition Thrie Beam—Left	0	EACH
9511	Transition W Beam 28" High Right	0	EACH
9512	Transition W Beam 28" High Left	0	EACH
9513	Transition W Beam 32" High Right	0	EACH
9514	Transition W Beam 32" High Left	0	EACH
9459	Transition Assembly 30" Concrete Straight Connection	0	EACH
9460	Transition Assembly 36" Concrete Straight Connection	0	EACH
9461	Transition Assembly 30" Concrete Outside Connection	0	EACH
9462	Transition Assembly 36" Concrete Outside Connection	0	EACH
9475	Transition Assembly Gore to End of Flared Transition	0	EACH
9476	Transition Assembly Median Barrier 36B X 19T X 42H	0	EACH
9492	Transition Assembly Median Barrier 36B X 19T X 32H	0	EACH
9463	Transition 30" Concrete Straight Connection	0	EACH
9464	Transition 36" Concrete Straight Connection	0	EACH
9465	Transition 30" Concrete Outside Connection	0	EACH
9466	Transition 36" Concrete Outside Connection	0	EACH
9467	Transition Thrie Beam 10 Degree Flare - Right	0	EACH
9468	Transition Thrie Beam 10 Degree Flare - Left	0	EACH
9469	Transition Concrete Spanner Brace	0	EACH
9470	Transition Concrete #1 Tapered Spanner Brace	0	EACH
9471	Transition Concrete #2 Tapered Spanner Brace	0	EACH
9472	Transition Gore Tapered #1 Spanner Brace	0	EACH
9473	Transition Gore Tapered #2 Spanner Brace	0	EACH
9474	Thrie Beam Concrete Leg Brace	0	EACH
9477	Transition Median Barrier 36B X 19T X 42H Right	0	EACH
9478	Transition Median Barrier 36B X 19T X 42H - Left	0	EACH
9493	Transition Median Barrier 36B X 19T X 32H - Right	0	EACH
9494	Transition Median Barrier 36B X 19T X 32H - Left	0	EACH
9479	Transition Spanner Brace Median Barrier 36B	0	EACH
9480	Transition Rub Rail Median Barrier - Right	0	EACH
9481	Transition Rub Rail Median Barrier - Left	0	EACH
9490	Transition Single Slope 24-26 9/32" Wide Median Barrier - Right	0	EACH
9491	Transition Single Slope 24-26 9/32" Wide Median Barrier - Left	0	EACH
9504	Transition Profile B Right	0	EACH
9405	Transition Profile B Left	0	EACH
9524	Blockout	0	EACH

APPENDIX B—EQUIPMENT LIST

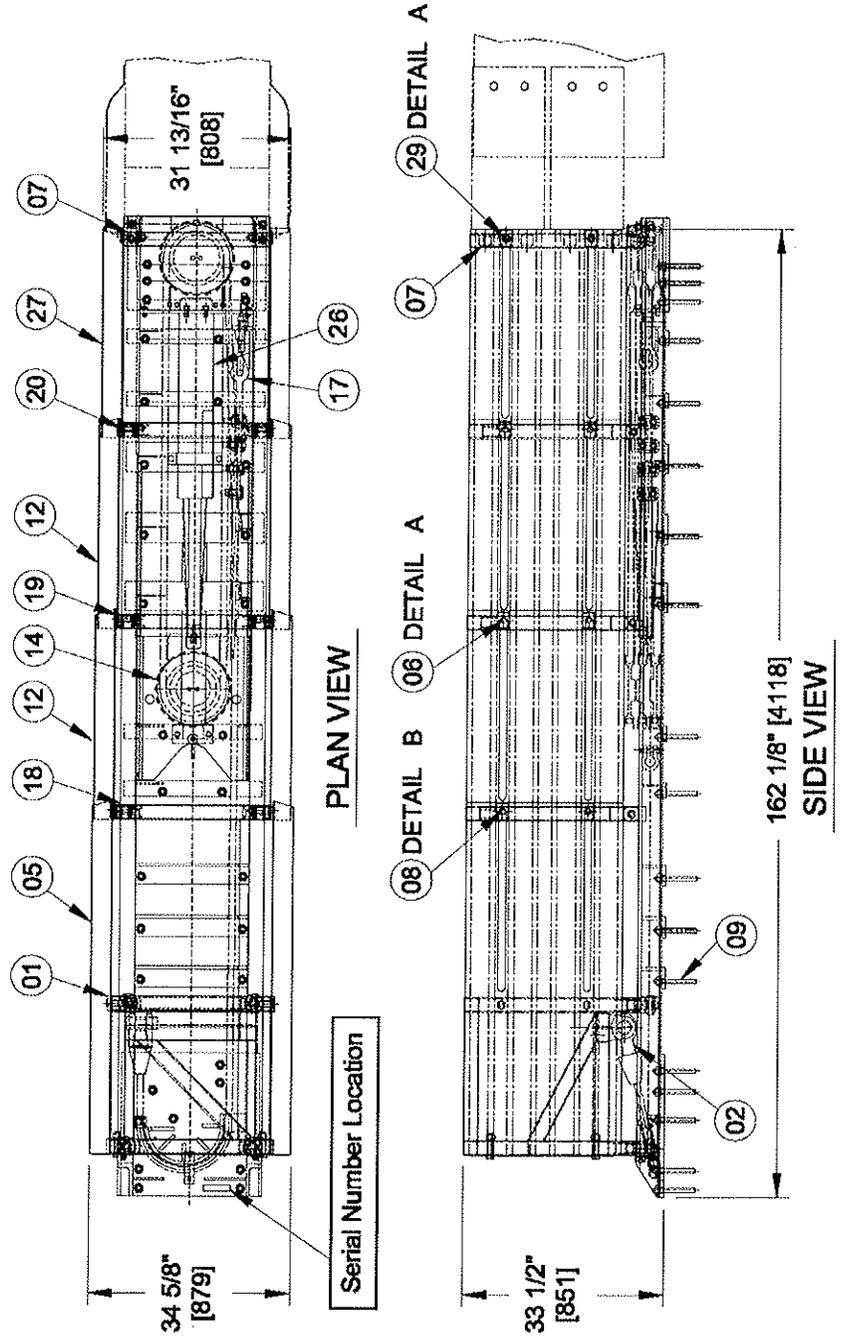
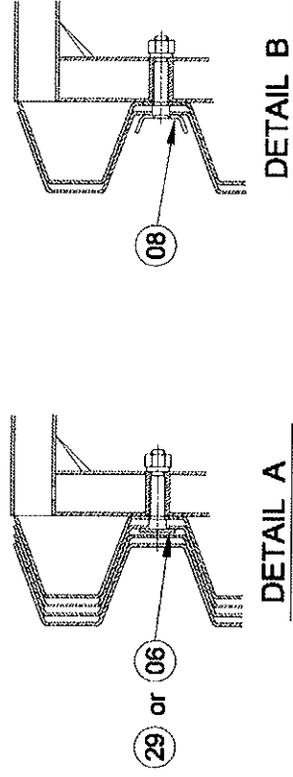
The following tools and equipment will be required to install and repair the Crash Cushion:

- Standard roadside work area safety equipment
- Personal safety equipment (gloves, latex gloves for epoxy, eye/face protection, etc.)
- Means of safely unloading 3500 lb
- Compressed air source/Vacuum
- 1" bottle brush (McMaster Carr # 73075T55)
- Safety goggles
- Four lifting slings or four-point sling
- Bosch rotary hammer drill 13 ½ amp #11263EVS Model 0 611 263 739 or equal
- 7/8" X 22" concrete drill bit for concrete installations or 7/8" X 28" drill bit for asphalt installations
- Renton rebar eater bit #RB-14 - 7/8" rebar cutter bit or equal
- 1" X 12" concrete drill bit for drop-in anchors on transitions
- Punch or setting tool for drop-in anchors.
- ½" electric drill for rebar bit and bottle brush (cordless will work for bottle brush)
- Epoxy dispenser for 28 oz dual cartridge system (should have spare in case of malfunction)
- Combination wrenches, deep sockets (Including 7/16" – 5/8", 1 ¼", 1 ½", 1 5/8") and 3+" extension
- Socket wrench and breaker bar
- Torque wrench (225 ft-lb capacity) with 3 ft extension
- Measuring and layout equipment (tape measure, chalk line, markers, etc.)
- 5 ft wedge and round-ended pry bar
- Loctite #34395 marine grade anti-seize
- Suitable pulling means (strap or chain)
- 2 long-handled flat screwdrivers
- Misc. small tools (hammers, pliers, screw drivers, vise grips, etc.)
- Bear claw pry bar to remove ¼" shear bolt remnants

This list is adequate for general installation and repair. However, depending on site conditions, additional tools and equipment may be required.

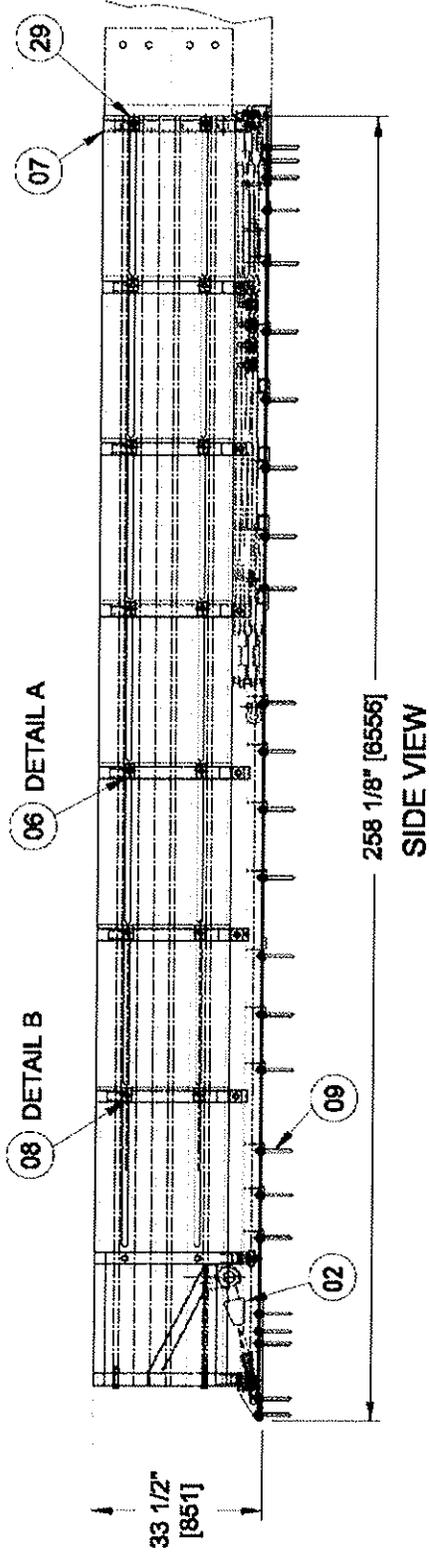
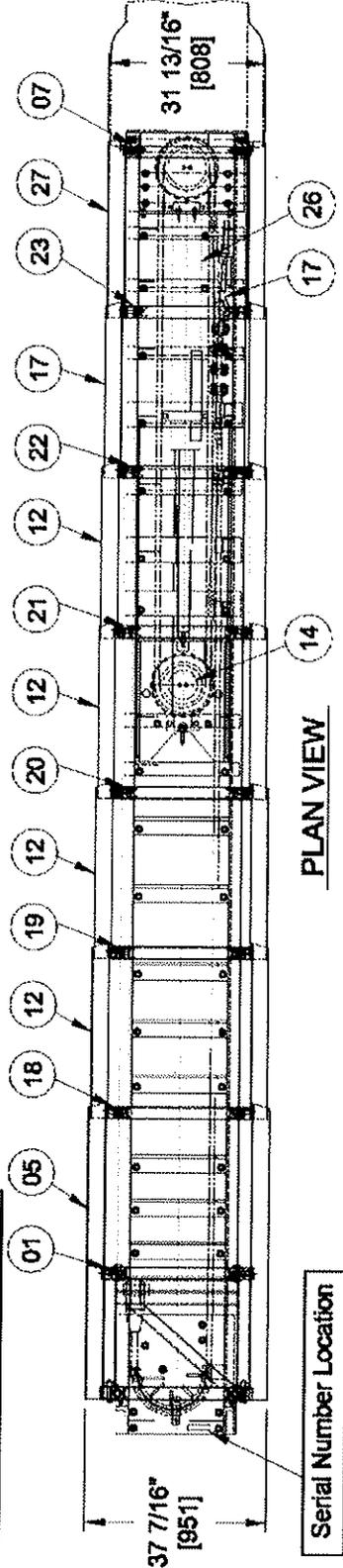
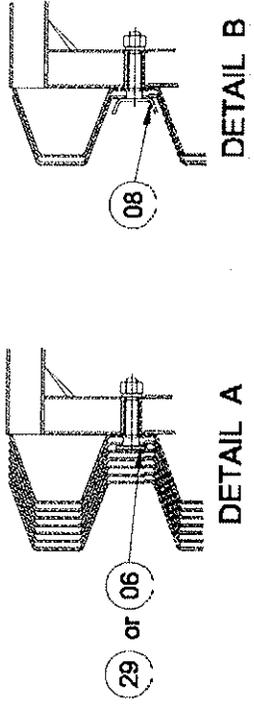
APPENDIX C - SMART CUSHION®, TEST LEVEL 2

PARTS LIST	
01	Front Sled
02	Cable Assembly
05	Sled Panel
07	Terminal Brace
09	Anchor Bolts
12	Side Panels
14	Mobile Sheave Assembly
17	Cable Adjuster Bolt
18-20	Mobile Frames 4-6
26	Cylinder
27	Rear Panel
06, 08, 29	Side Keepers



APPENDIX D - SMART CUSHION®, TEST LEVEL 3

- PARTS LIST**
- 01 - Front Sled
 - 02 - Cable Assembly
 - 05 - Sled Panel
 - 07 - Terminal Brace
 - 09 - Anchor Bolts
 - 12 - Side Panels
 - 14 - Mobile Sheave Assembly
 - 17 - Cable Adjuster Bolt
 - 18-23 - Mobile Frames 1-6
 - 26 - Cylinder
 - 27 - Rear Panel
 - 06, 08, 29 - Side Keepers



APPENDIX E1 - TEST LEVEL 2 FOUNDATION

Cross Slope at Top Surface not to Exceed 1 in 10
Foundation must be a Level Plane

*** Wide Hazards and Transitions may require the foundation to be longer. See Transition Drawings.

SPECIFICATIONS

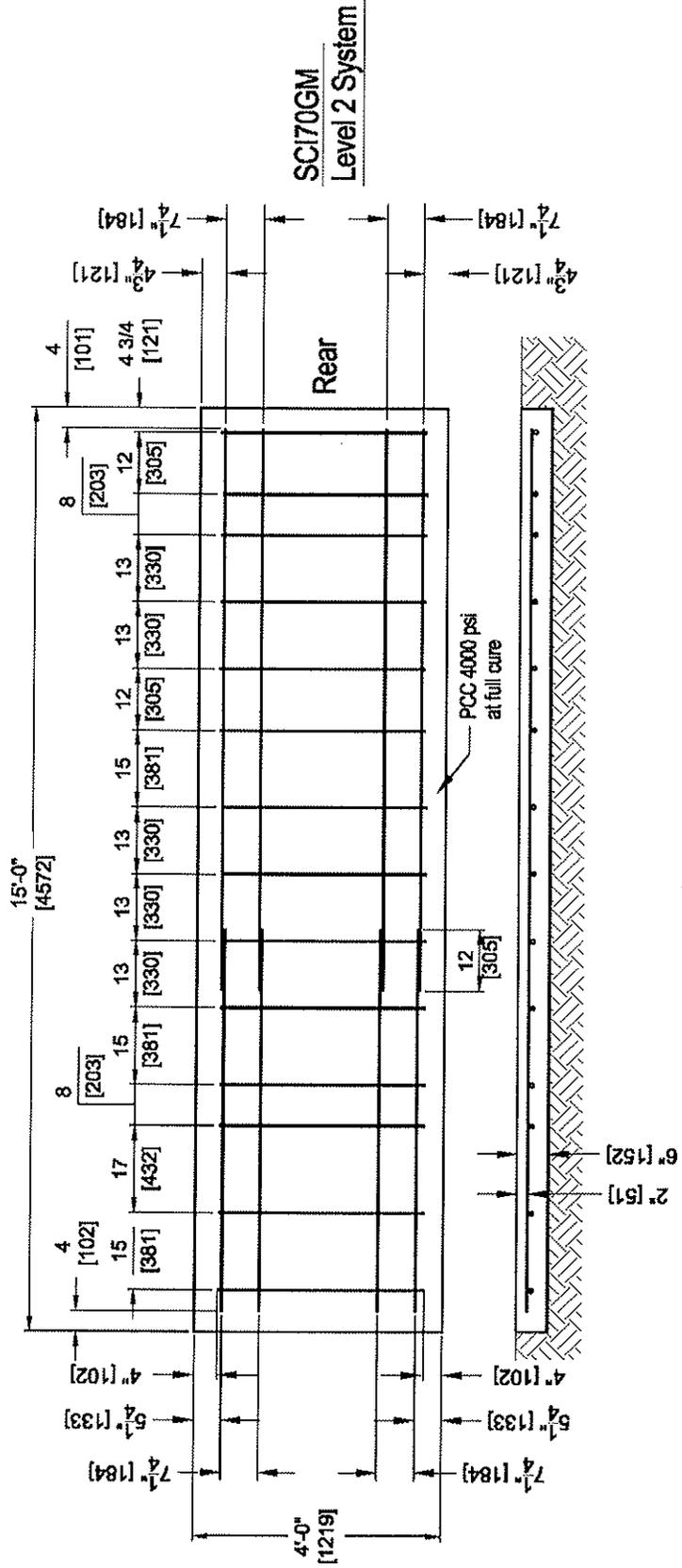
All reinforcing steel - straight #4 ASTM-A36

Embedment requirements:

- 6" reinforced concrete pad with anchor embedment of 5 1/2"
- 8" non-reinforced concrete pad with anchor embedment of 5 1/2"
- 3" asphalt over 3" concrete with anchor embedment of 16 1/2"
- 6" asphalt over 6" of compacted subbase with anchor embedment of 16 1/2"
- 8" asphalt with anchor embedment of 16 1/2"

The contractor shall furnish a certification for material installed to the following requirements:

- 6" reinforced concrete (PCC) sampling per ASTM C31-84, testing per ASTM C39-84
- 8" non-reinforced concrete (PCC) sampling per ASTM C31-84, testing per ASTM C39-84
- 3" asphalt over 3" concrete - Type SP 12.5 Level C or higher
- 6" asphalt over 6" of compacted subbase - same as above
- 8" asphalt (AC) - Type SP 12.5 Traffic Level C or higher

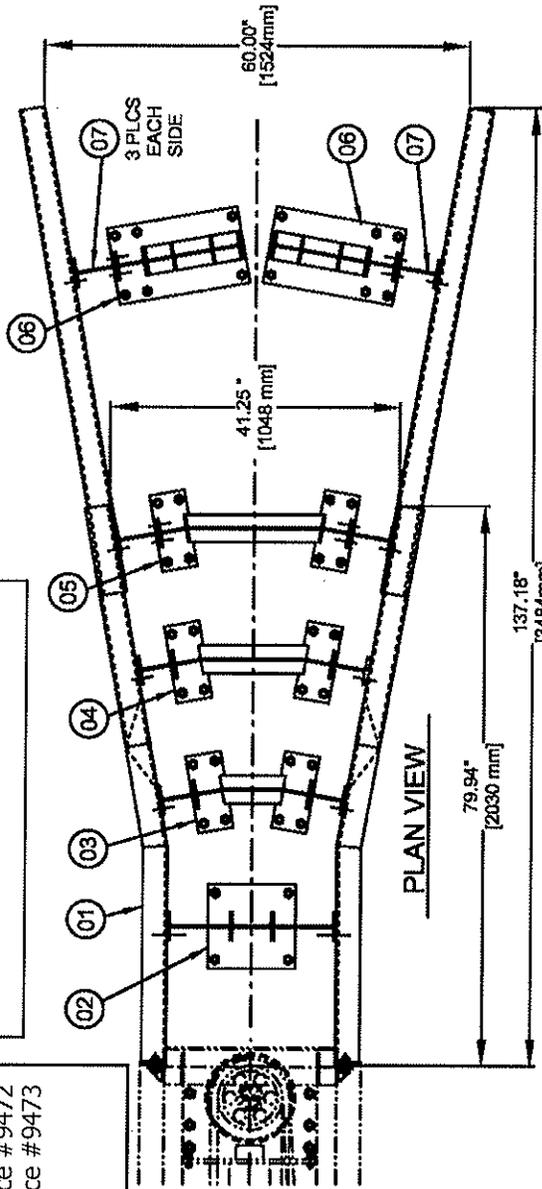


APPENDIX F - TRANSITION, GORE ASSEMBLY

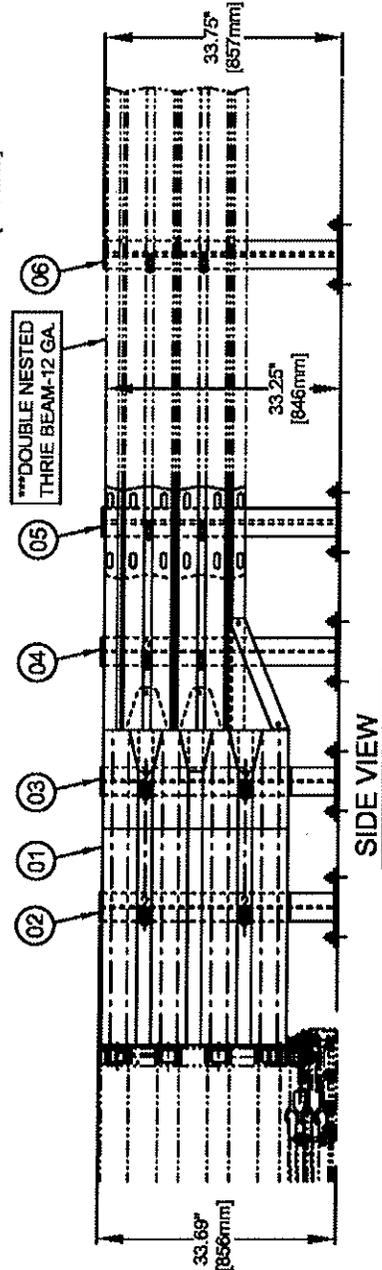
PARTS LIST

- Gore Assembly #9475
- 01 - Transition 10 Degree Flare Right #9467
- 01 - Transition 10 Degree Flare Left #9468
- 02 - Transition Concrete Spanner Brace #9469
- 03 - Transition Concrete #1 Spanner Brace #9470
- 04 - Transition Gore Tapered #1 Spanner Brace #9472
- 05 - Transition Gore Tapered #2 Spanner Brace #9473
- 06 - Thrie Beam Concrete Leg Brace #9474
- 07 - Thrie Beam Blockout (AASHTO PWB02)

***** SPLICE BOLTS AND
GUARDRAIL SUPPLIED BY
OTHERS*****

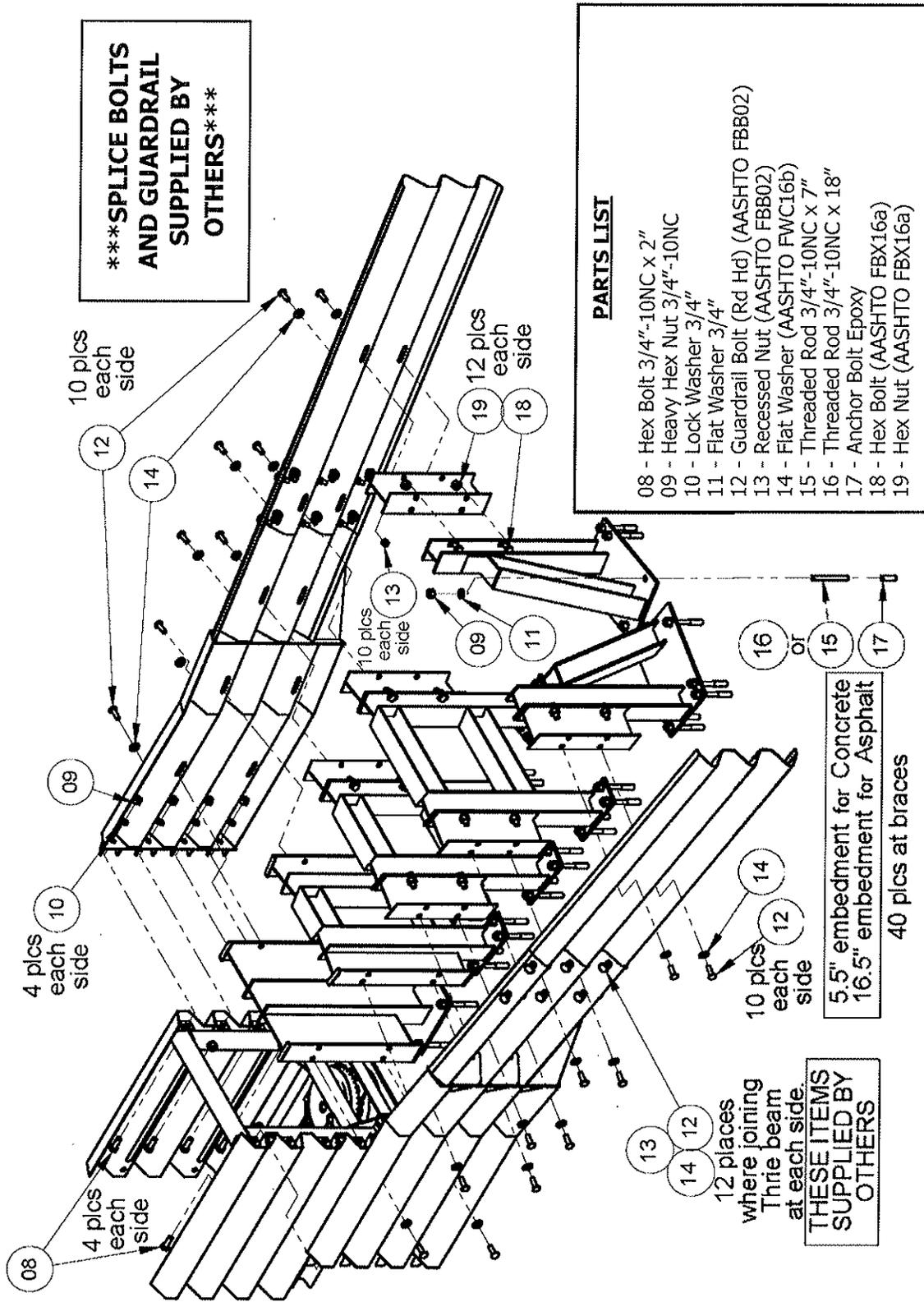


- NOTES:**
- 1) DIMENSIONS SHOWN ARE FOR 60" WIDTH
 - 2) FOR EACH 1" OF WIDTH CHANGE:
ADD OR SUBTRACT THE FOLLOWING:
2.88" [73.15mm] TO LENGTH OF GUARDRAIL
2.84" [72.13mm] TO OVERALL LENGTH
 - 3) ADD OR SUBTRACT ADDITIONAL POST ON EACH SIDE FOR EACH 13" [330mm] CHANGE IN WIDTH.
 - 4) GUARDRAIL TERMINATION - YOU MUST ADD THE GUARDRAIL OVERLAP LENGTH AND TERMINATE PER STATE REGULATIONS.



The use of the last brace will be determined by whether the Thrie Beam can be attached to the obstruction or not. If the Thrie Beam distance from the last brace is 40 inches or less and can be attached, you will not need a brace at the obstruction. If you cannot attach to the obstruction, you may need a brace and drill holes in the Thrie Beam at the furthest rearward location.

APPENDIX F(2) - TRANSITION, GORE ASSEMBLY



*****SPLICE BOLTS
AND GUARDRAIL
SUPPLIED BY
OTHERS*****

- PARTS LIST**
- 08 - Hex Bolt 3/4"-10NC x 2"
 - 09 - Heavy Hex Nut 3/4"-10NC
 - 10 - Lock Washer 3/4"
 - 11 - Flat Washer 3/4"
 - 12 - Guardrail Bolt (Rd Hd) (AASHTO FBB02)
 - 13 - Recessed Nut (AASHTO FBB02)
 - 14 - Flat Washer (AASHTO FWCI6b)
 - 15 - Threaded Rod 3/4"-10NC x 7"
 - 16 - Threaded Rod 3/4"-10NC x 18"
 - 17 - Anchor Bolt Epoxy
 - 18 - Hex Bolt (AASHTO FBX16a)
 - 19 - Hex Nut (AASHTO FBX16a)

5.5" embedment for Concrete
16.5" embedment for Asphalt

40 plcs at braces

**THESE ITEMS
SUPPLIED BY
OTHERS**

12 places
where joining
Thrie beam
at each side.

APPENDIX F(3) - TRANSITION, GORE ASSEMBLY CALCULATIONS

SCI GM WIDE TRANSITION CALCULATIONS

Guardrail

12.6" Splice overlap at Transition end

Must add length for barrier overlap and end termination per state specifications

Longitudinal distance increases 2.84" for each 1" increase in width

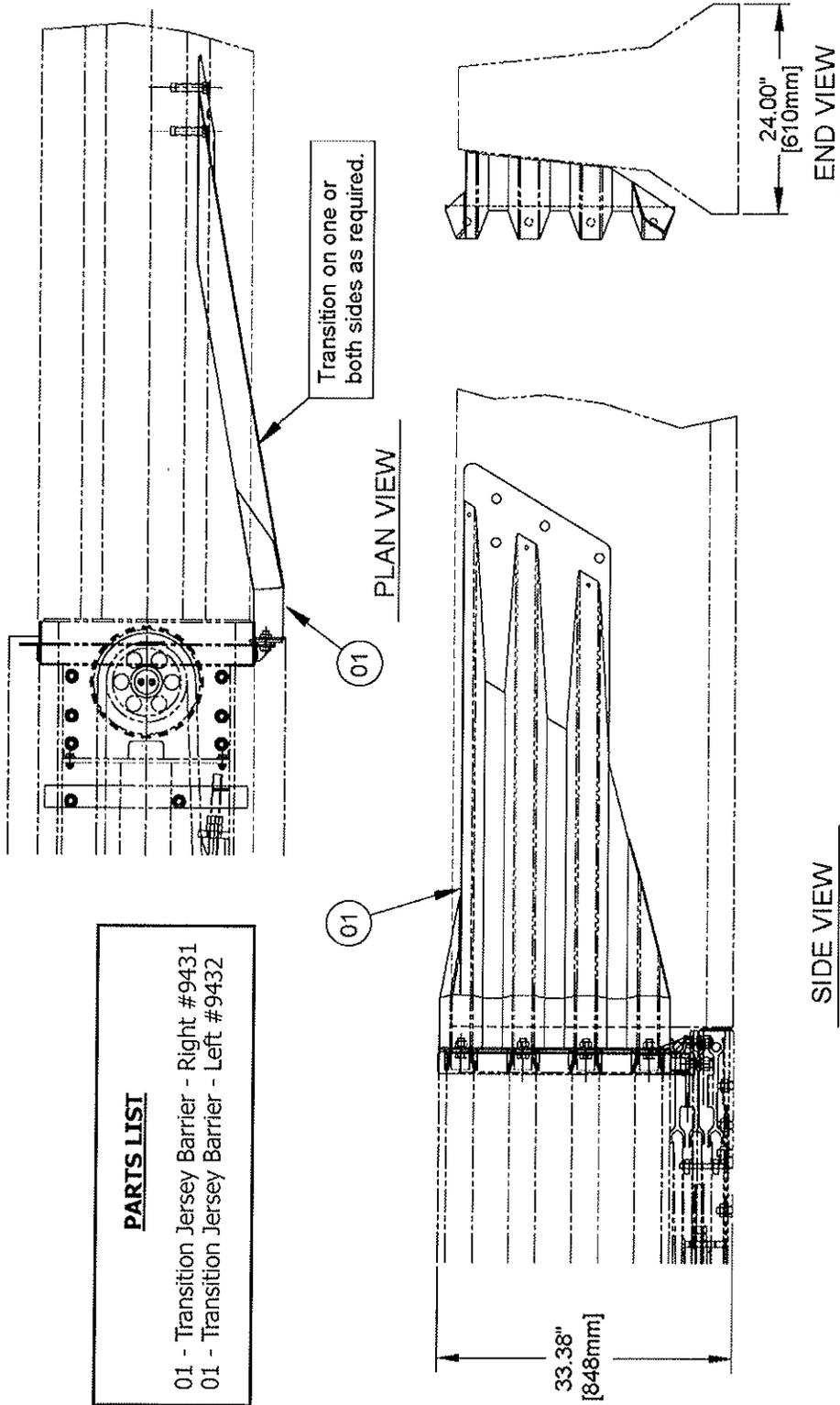
Thrie Beam Length increases 2.88" for each 1" increase in width

Gore Width Inches	Additional Long. Distance Inches	Additional Long. Distance Feet	Thrie Beam Length Inches	Overall System Length Feet	Additional Brace Count
41	79.2	6.6	12.6	28.1	All 4 Spanner Braces # 9469, 9470, 9472, 9473
48	99.1	8.3	32.8	29.8	All 4 Spanner Braces # 9469, 9470, 9472, 9473
55	118.9	9.9	52.9	31.4	Add 2-Thrie Beam Concrete Leg Brace #9474
60	133.1	11.1	67.3	32.6	Add 2-Thrie Beam Concrete Leg Brace #9474
68	155.8	13.0	90.4	34.5	Add 4-Thrie Beam Concrete Leg Brace #9474
69	158.6	13.2	93.2	34.7	Add 4-Thrie Beam Concrete Leg Brace #9474
81	192.7	16.1	127.8	37.6	Add 6-Thrie Beam Concrete Leg Brace #9474
88	212.5	17.7	148.0	39.2	Add 6-Thrie Beam Concrete Leg Brace #9474
94	229.5	19.1	165.2	40.6	Add 8-Thrie Beam Concrete Leg Brace #9474
100	246.5	20.5	182.5	42.1	Add 8-Thrie Beam Concrete Leg Brace #9474
107	266.4	22.2	202.7	43.7	Add 10-Thrie Beam Concrete Leg Brace #9474
112	280.6	23.4	217.1	44.9	Add 10-Thrie Beam Concrete Leg Brace #9474
120	303.3	25.3	240.1	46.8	Add 12-Thrie Beam Concrete Leg Brace #9474
126	320.3	26.7	257.4	48.2	Add 12-Thrie Beam Concrete Leg Brace #9474
133	340.1	28.3	277.6	49.9	Add 14-Thrie Beam Concrete Leg Brace #9474

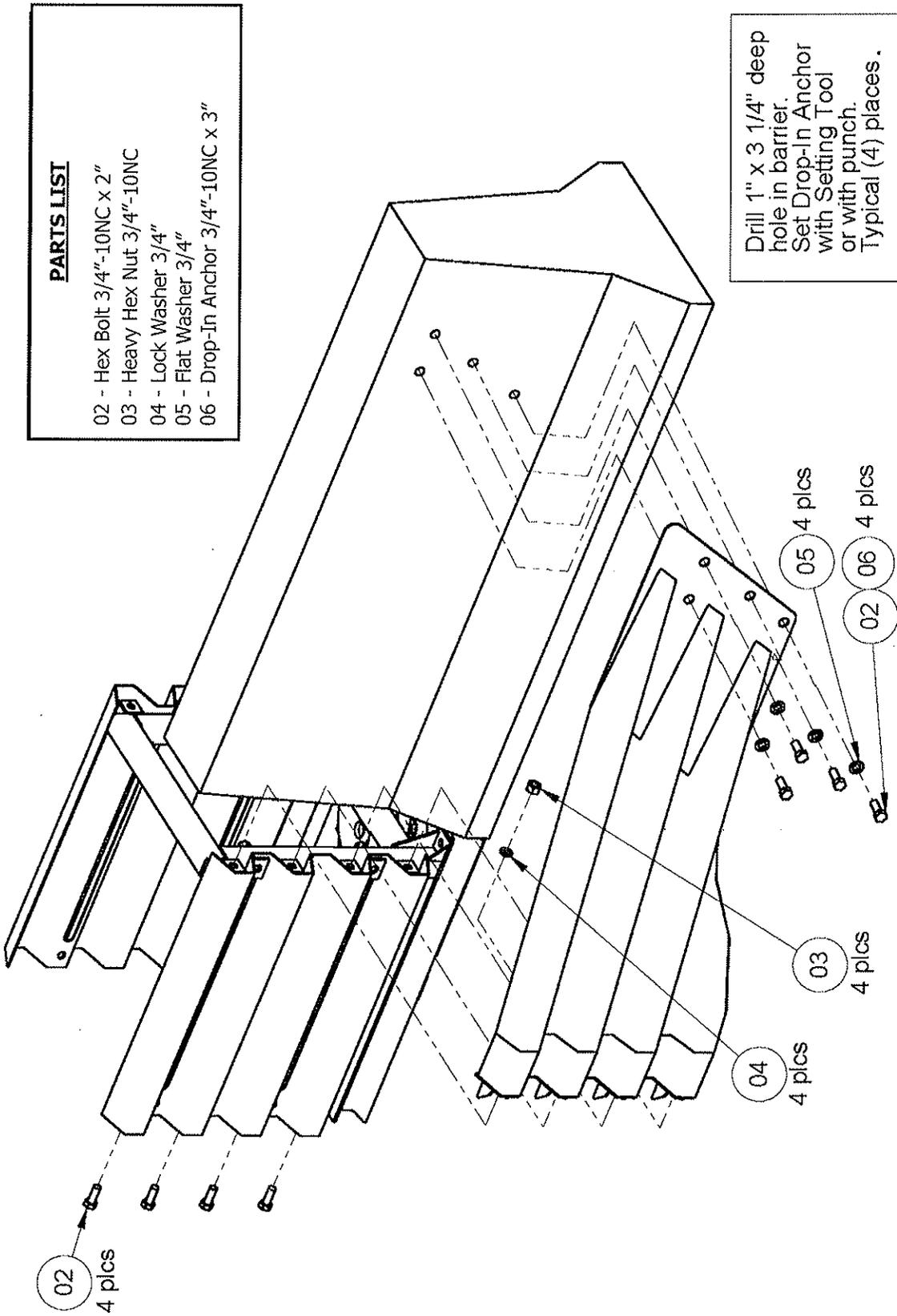
APPENDIX G - TRANSITION, JERSEY/F SHAPE BARRIER

PARTS LIST

- 01 - Transition Jersey Barrier - Right #9431
- 01 - Transition Jersey Barrier - Left #9432



APPENDIX G(2) - TRANSITION, JERSEY/F SHAPE BARRIER

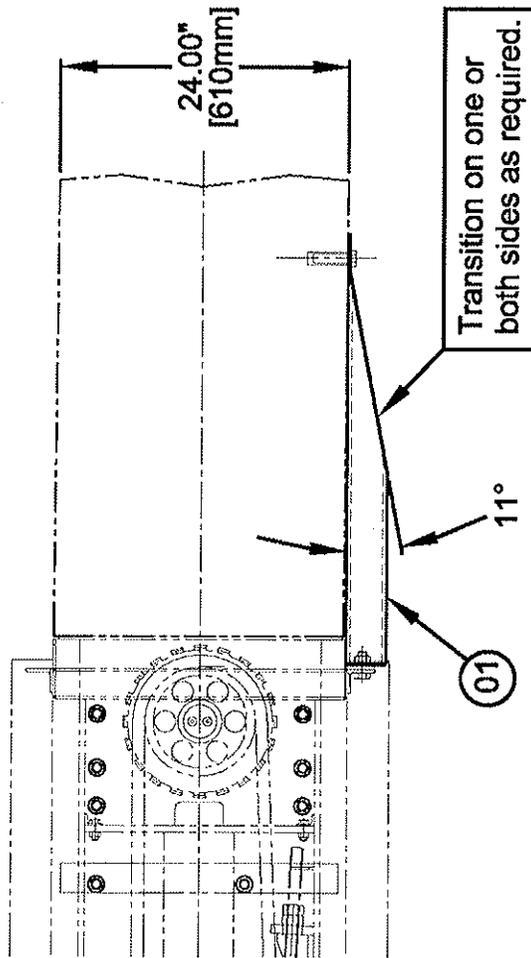


PARTS LIST

- 02 - Hex Bolt 3/4"-10NC x 2"
- 03 - Heavy Hex Nut 3/4"-10NC
- 04 - Lock Washer 3/4"
- 05 - Flat Washer 3/4"
- 06 - Drop-In Anchor 3/4"-10NC x 3"

Drill 1" x 3 1/4" deep hole in barrier. Set Drop-In Anchor with Setting Tool or with punch. Typical (4) places.

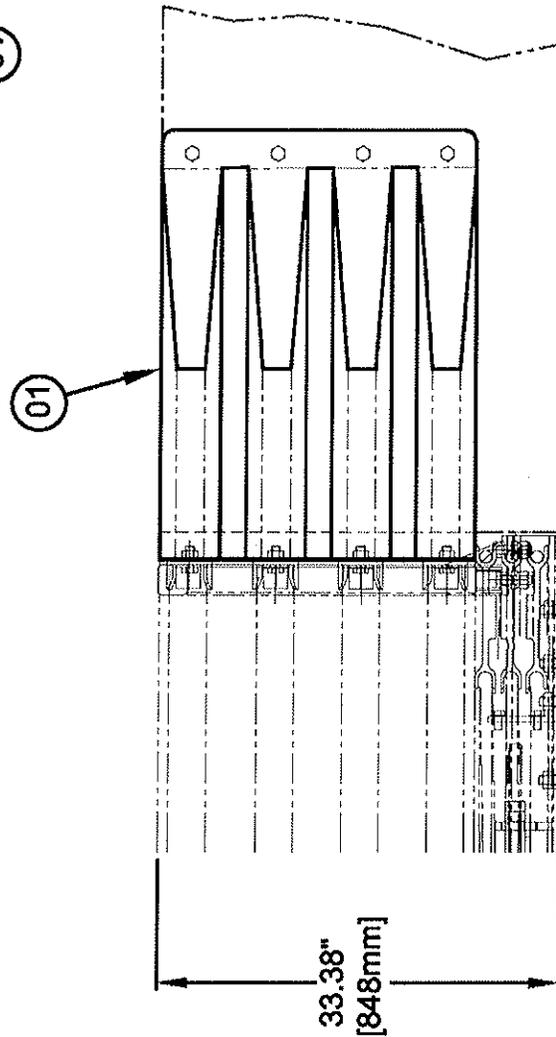
APPENDIX H - TRANSITION, CONCRETE BLOCK, 24 INCH (610mm)



PLAN VIEW

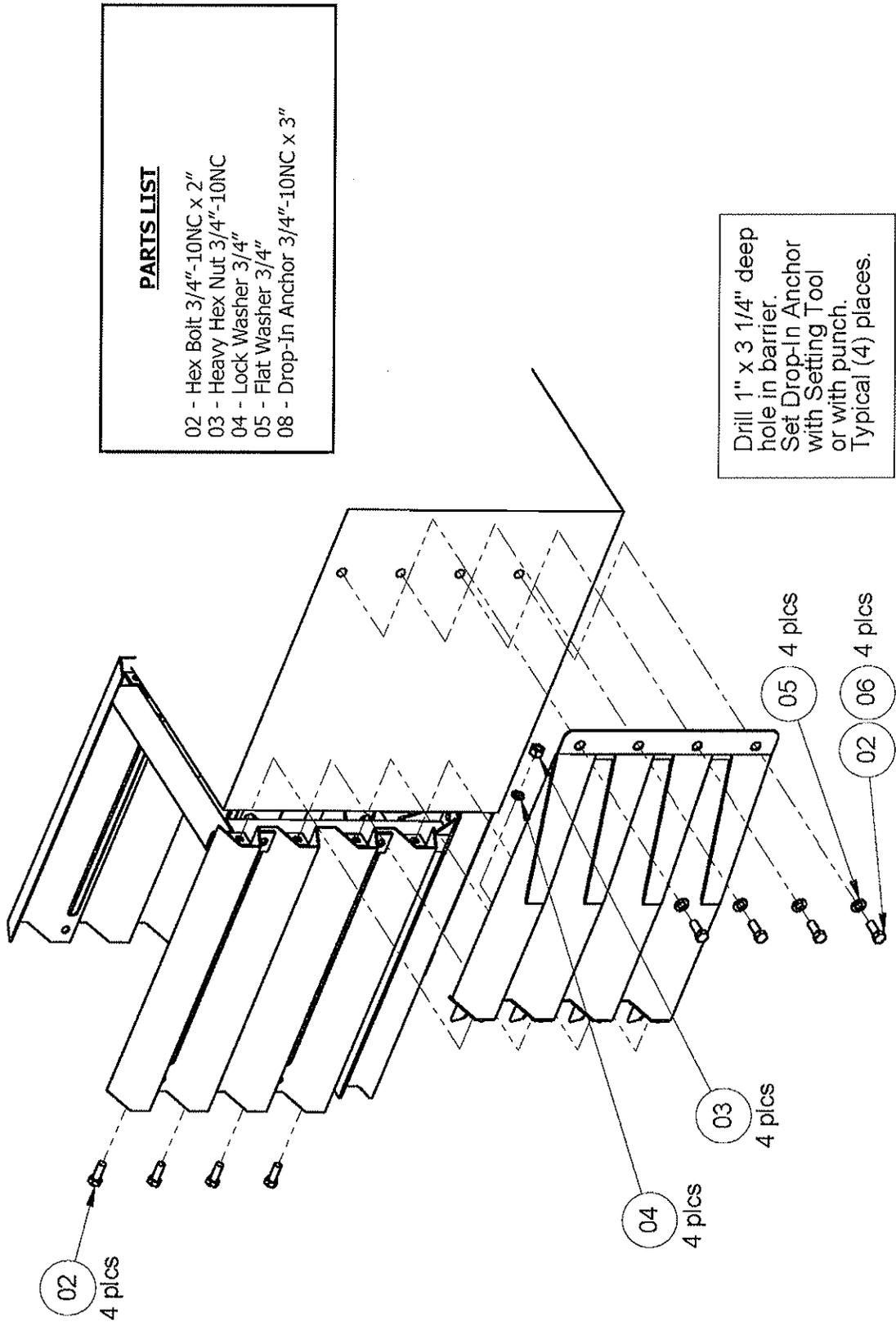
PARTS LIST

Transition 24" Concrete Block Right or Left #9433



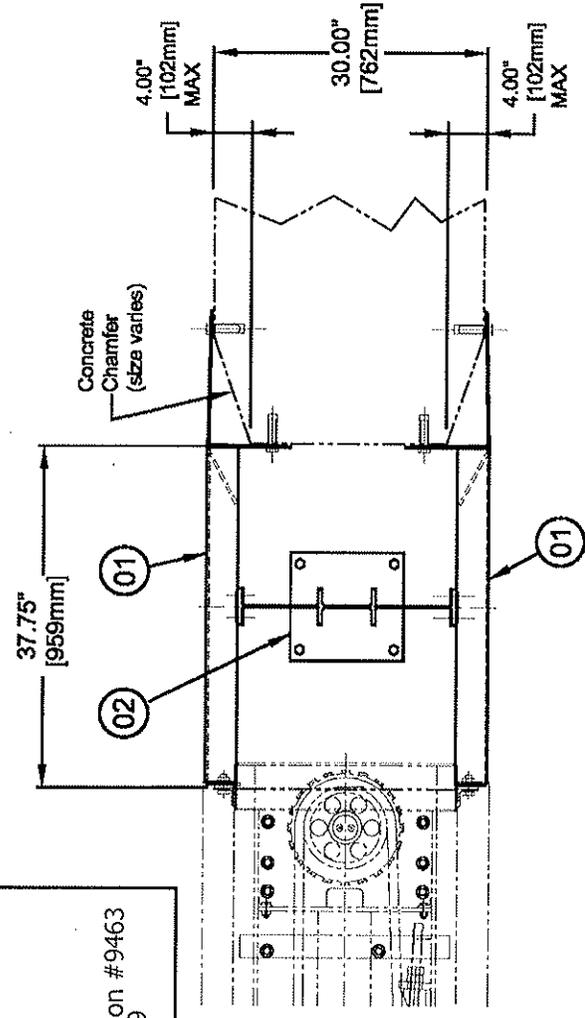
SIDE VIEW

APPENDIX H(2) - TRANSITION, CONCRETE BLOCK, 24 INCH (610mm)

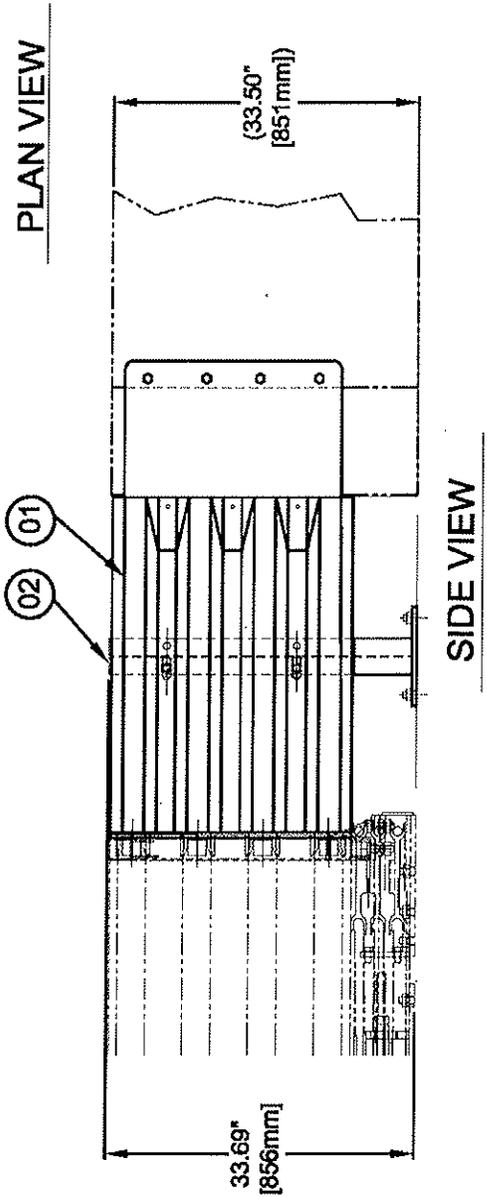


APPENDIX I - TRANSITION, CONCRETE BLOCK, 30 INCH (762mm)

PARTS LIST
 Two Sided Full Assembly #9459
 01 - Transition 30" Concrete Straight Connection #9463
 02 - Transition Concrete Spanner Brace #9469

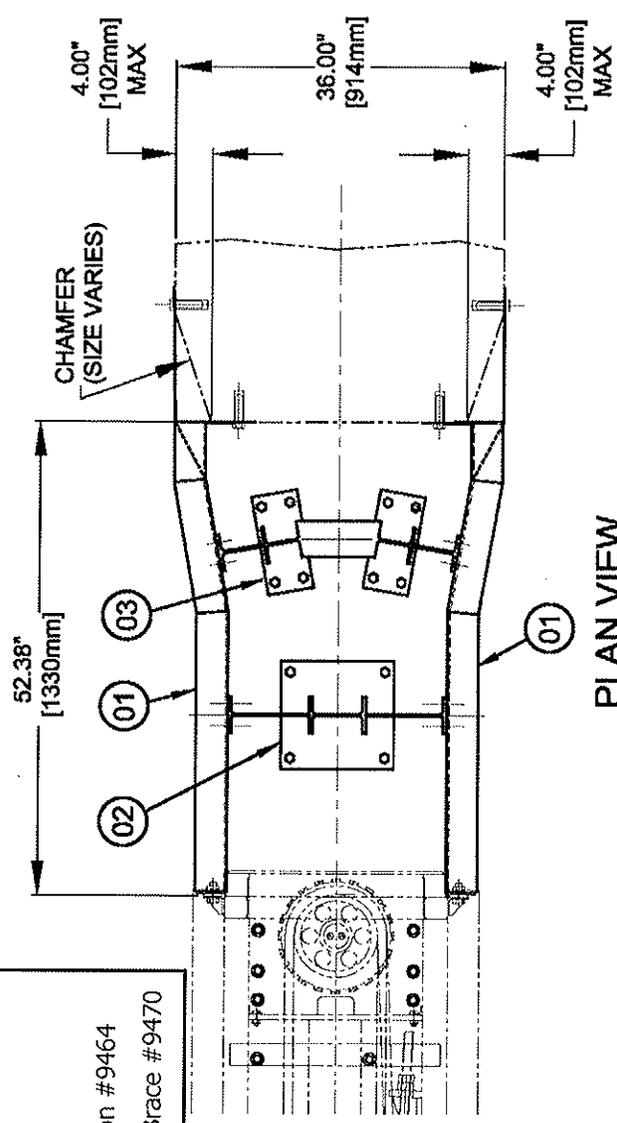


USED FOR:
 1. Unchamfered Concrete Block ***
 2. Chamfered Concrete Block ***
 *** Chamfer limited to <4"

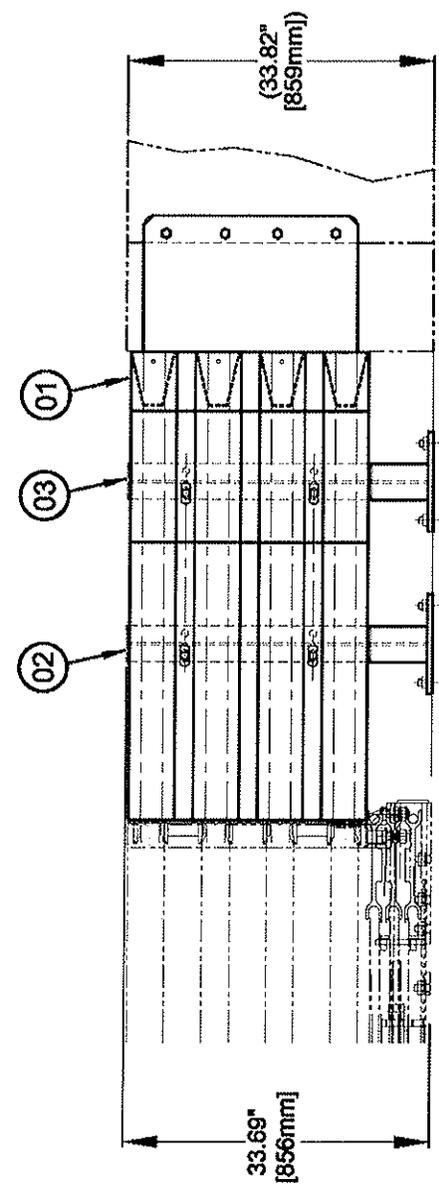


APPENDIX J - TRANSITION, CONCRETE BLOCK, 36 INCH (915mm)

- PARTS LIST**
- Two Sided Full Assembly #9460
 - 01 - Transition 36" Concrete Straight Connection #9464
 - 02 - Transition Concrete Spanner Brace #9469
 - 03 - Transition Concrete #1 Tapered Spanner Brace #9470



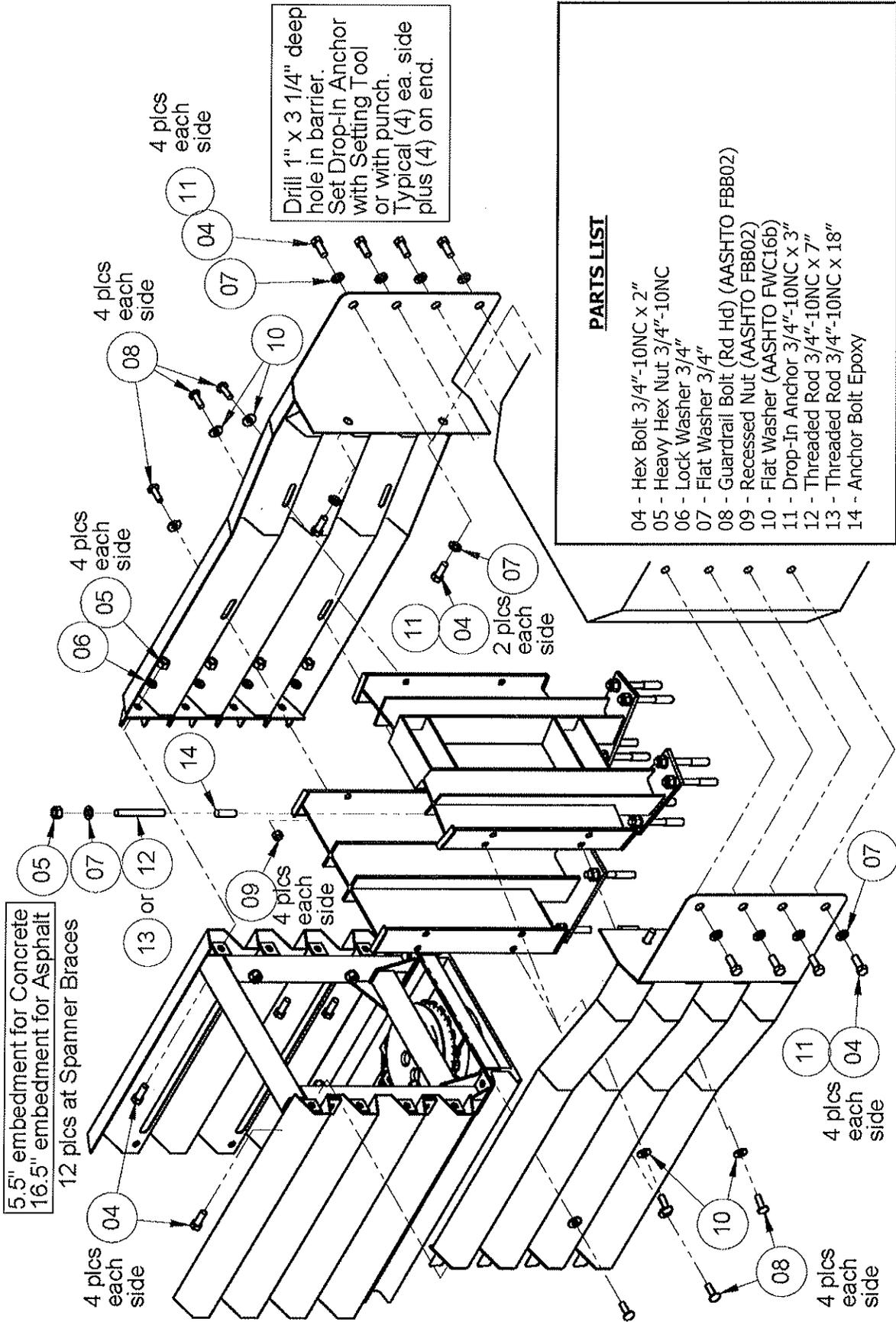
PLAN VIEW



SIDE VIEW

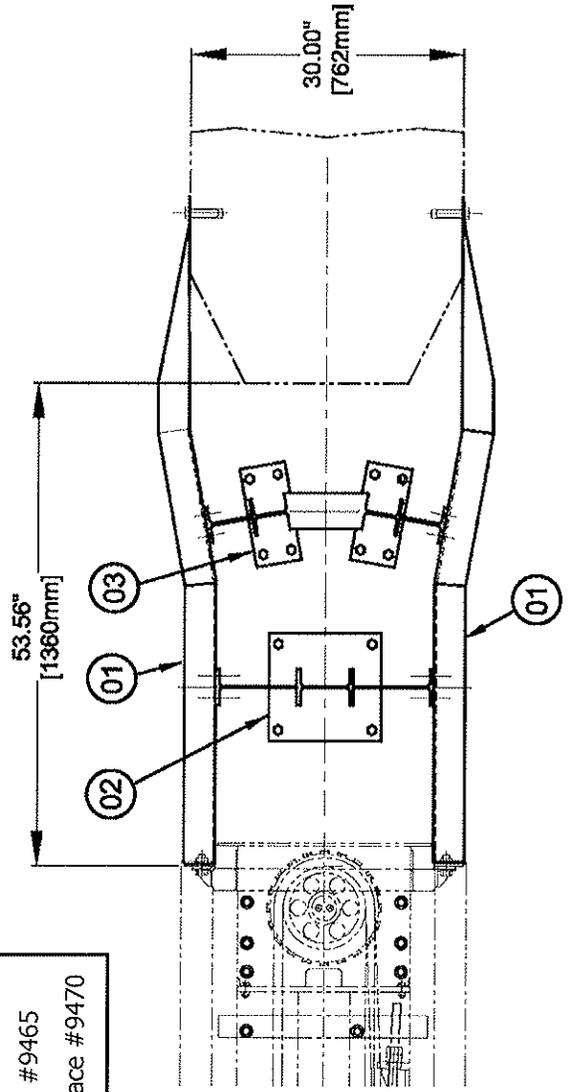
USED FOR:
 1. Unchamfered Concrete Block ***
 2. Chamfered Concrete Block ***
 ***Chamfer limited to <4"

APPENDIX J(2) - TRANSITION, CONCRETE BLOCK, 36 INCH (915mm)

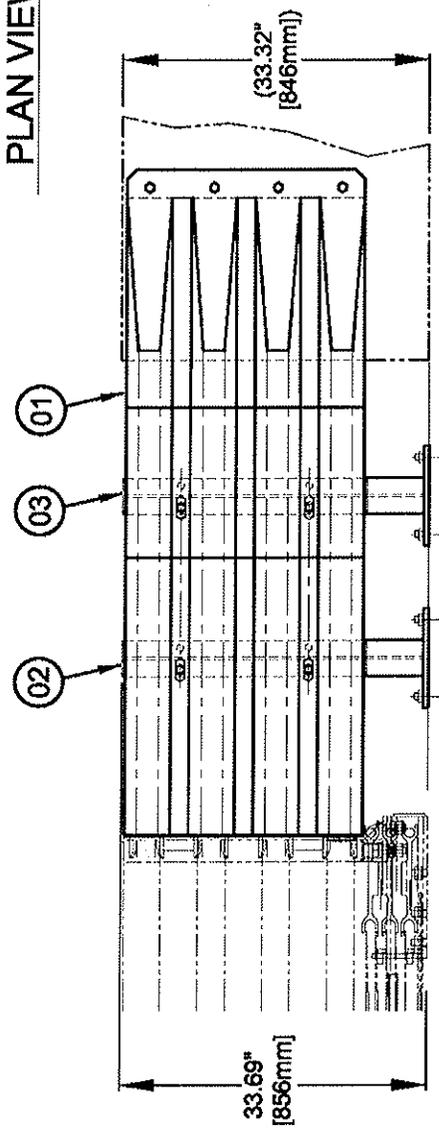


APPENDIX K - TRANSITION, CONCRETE BLOCK, 30 INCH (762mm) FLARED

- PARTS LIST**
- Two Sided Full Assembly #9461
 - 01 - Transition 30" Concrete Outside Connection #9465
 - 02 - Transition Concrete Spanner Brace #9469
 - 03 - Transition Concrete #1 Tapered Spanner Brace #9470



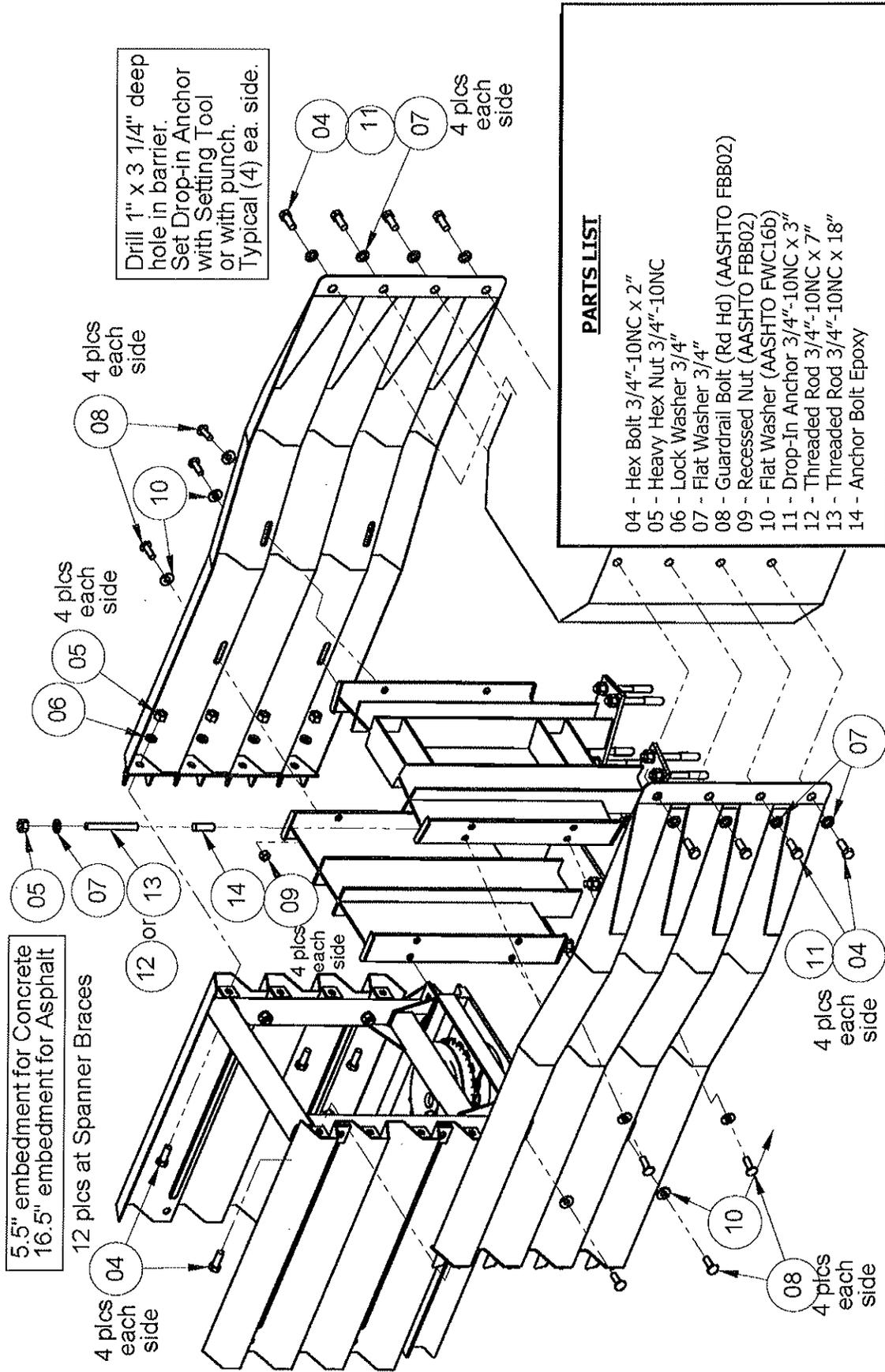
PLAN VIEW



SIDE VIEW

USED FOR:
 1. Unchamfered Concrete Block ***
 2. Chamfered Concrete Block ***
 *** Chamfer limited to <4"

APPENDIX K(2) - TRANSITION, CONCRETE BLOCK, 30 INCH (762mm) FLARED



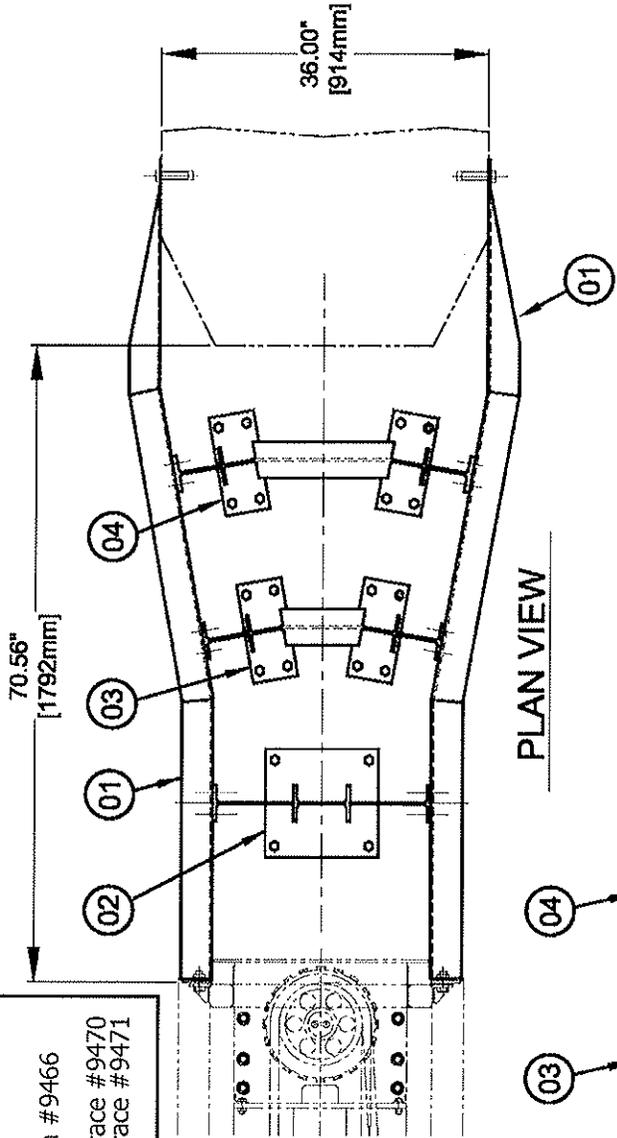
Drill 1" x 3 1/4" deep hole in barrier. Set Drop-In Anchor with Setting Tool or with punch. Typical (4) ea. side.

PARTS LIST

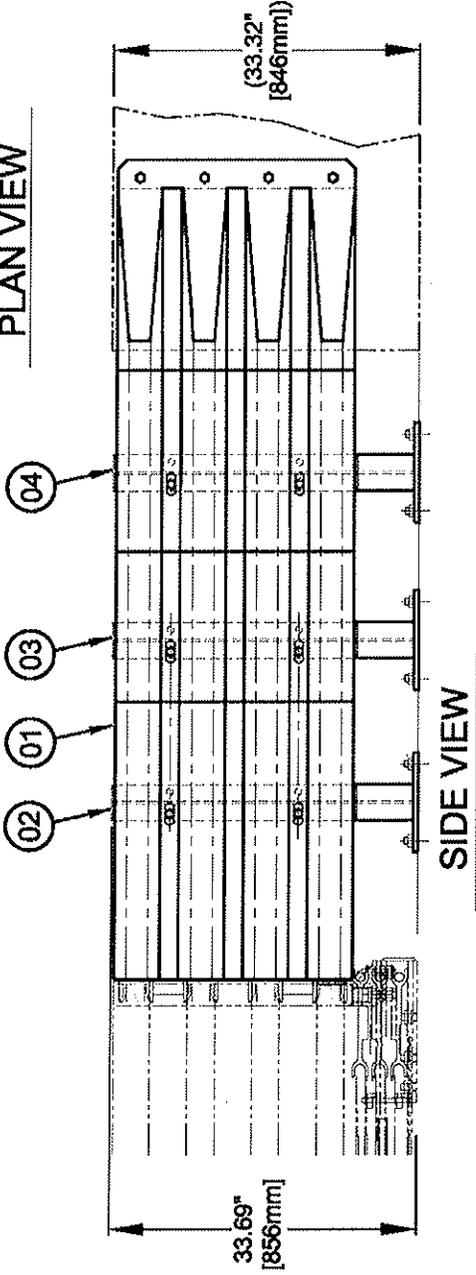
- 04 - Hex Bolt 3/4"-10NC x 2"
- 05 - Heavy Hex Nut 3/4"-10NC
- 06 - Lock Washer 3/4"
- 07 - Flat Washer 3/4"
- 08 - Guardrail Bolt (Rd Hd) (AASHTO FBB02)
- 09 - Recessed Nut (AASHTO FBB02)
- 10 - Flat Washer (AASHTO FWC16b)
- 11 - Drop-In Anchor 3/4"-10NC x 3"
- 12 - Threaded Rod 3/4"-10NC x 7"
- 13 - Threaded Rod 3/4"-10NC x 18"
- 14 - Anchor Bolt Epoxy

APPENDIX L - TRANSITION, CONCRETE BLOCK, 36 INCH (915mm) FLARED

- PARTS LIST**
- Two Sided Full Assembly #9462
 - 01 - Transition 36" Concrete Outside Connection #9466
 - 02 - Transition Concrete Spanner Brace #9469
 - 03 - Transition Concrete #1 Tapered Spanner Brace #9470
 - 04 - Transition Concrete #2 Tapered Spanner Brace #9471

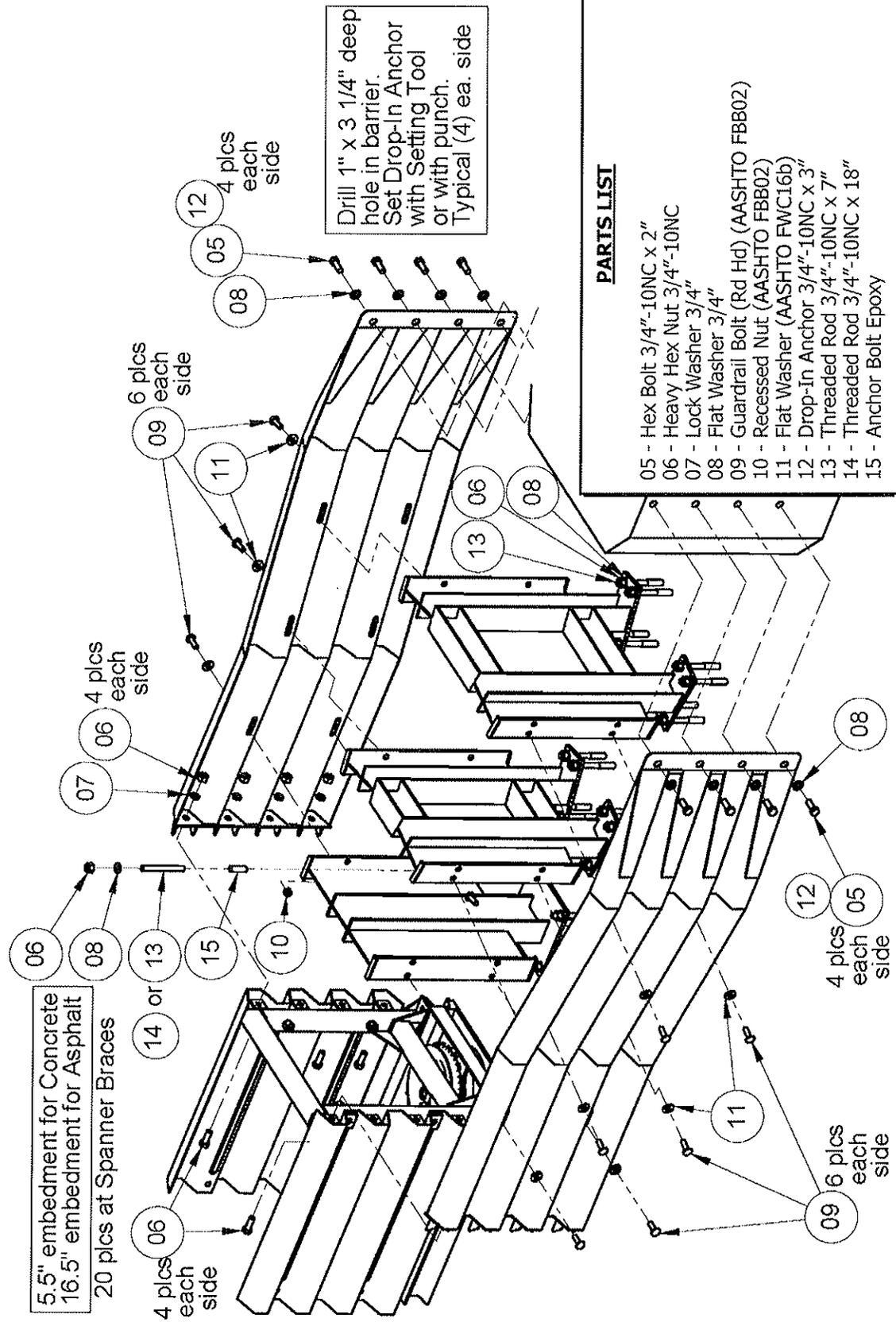


PLAN VIEW



SIDE VIEW

APPENDIX L(2) - TRANSITION, CONCRETE BLOCK, 36 INCH (915mm) FLARED

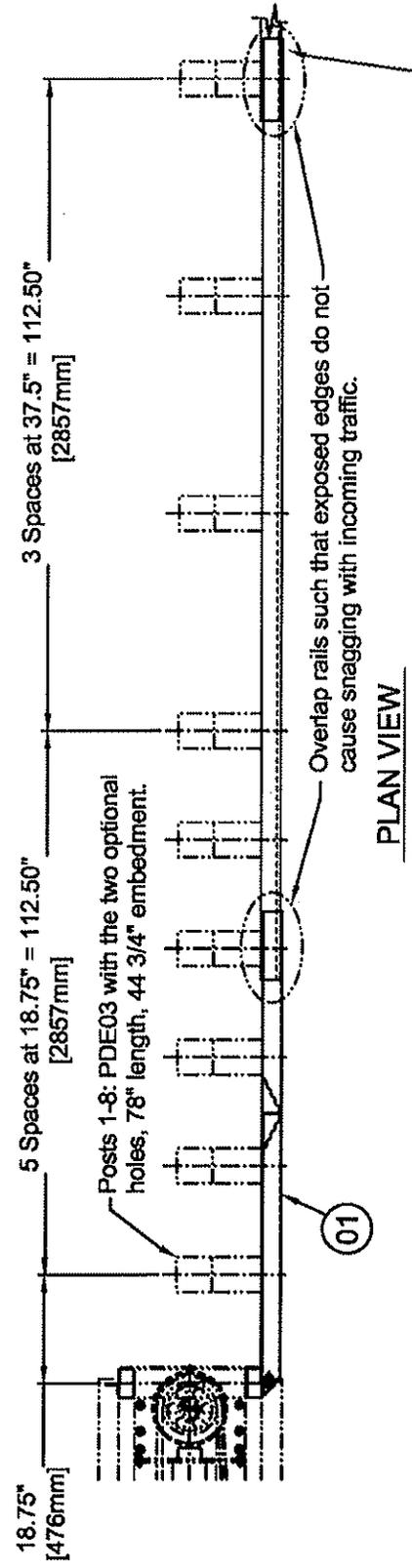


5.5" embedment for Concrete
16.5" embedment for Asphalt
20 pcs at Spanner Braces

Drill 1" x 3 1/4" deep hole in barrier.
Set Drop-In Anchor with Setting Tool or with punch.
Typical (4) ea. side

- PARTS LIST**
- 05 - Hex Bolt 3/4"-10NC x 2"
 - 06 - Heavy Hex Nut 3/4"-10NC
 - 07 - Lock Washer 3/4"
 - 08 - Flat Washer 3/4"
 - 09 - Guardrail Bolt (Rd Hd) (AASHTO FBB02)
 - 10 - Recessed Nut (AASHTO FBB02)
 - 11 - Flat Washer (AASHTO FWC16b)
 - 12 - Drop-In Anchor 3/4"-10NC x 3"
 - 13 - Threaded Rod 3/4"-10NC x 7"
 - 14 - Threaded Rod 3/4"-10NC x 18"
 - 15 - Anchor Bolt Epoxy

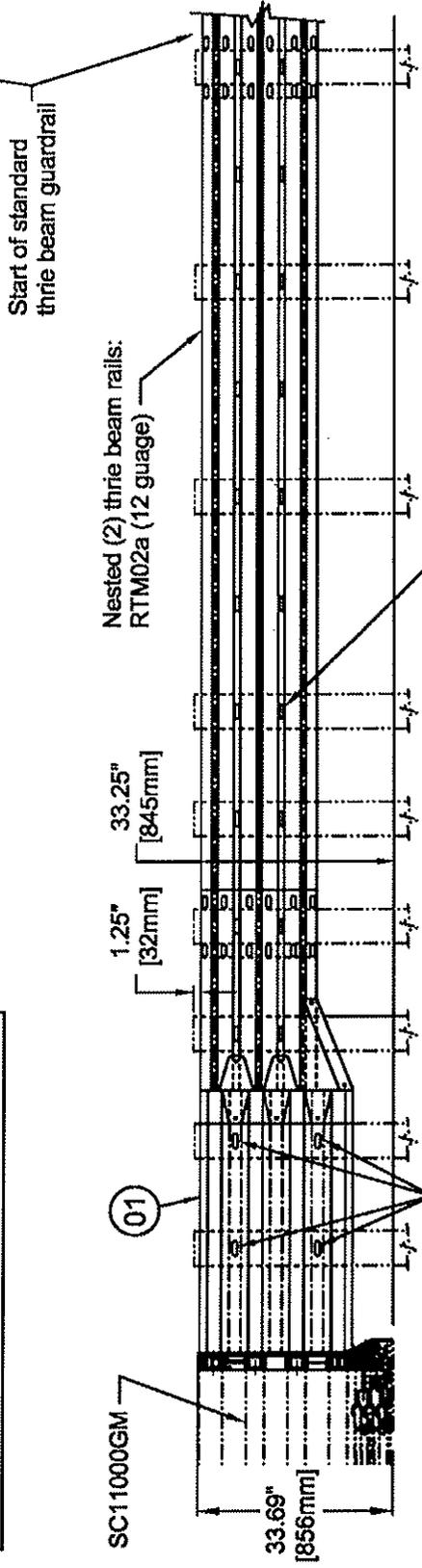
APPENDIX M - TRANSITION, THRIE BEAM



PLAN VIEW

***** GUARDRAIL, POSTS, BLOCKOUTS AND CONNECTION BOLTS SUPPLIED BY OTHERS *****

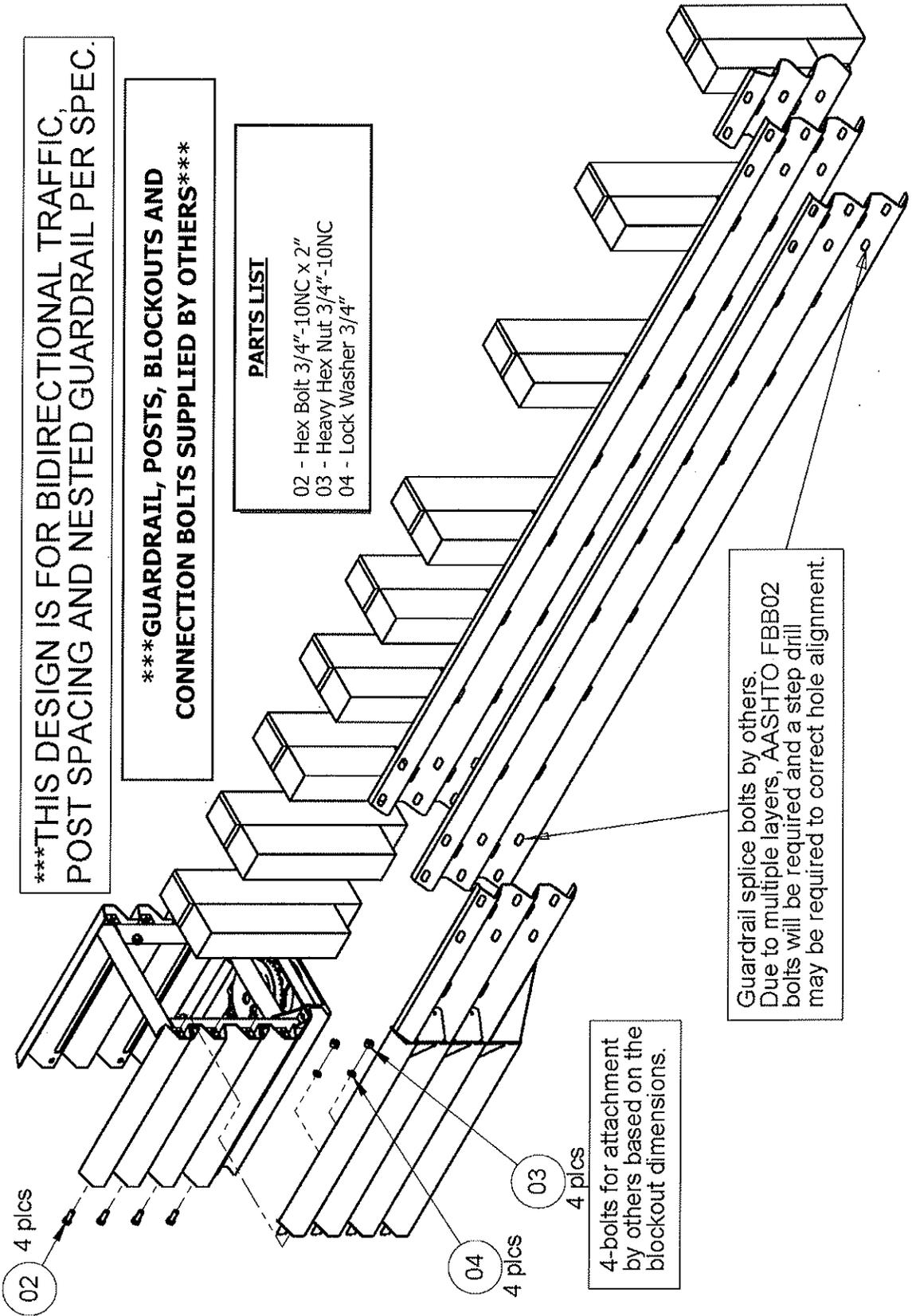
- PARTS LIST**
- 01 - Transition Thrie & W Beam - Right #9437
 - 01 - Transition Thrie & W Beam - Left #9438



SIDE VIEW

Blockouts for posts 1 & 2: PDB01 (two per post), or use similar to Part 15 (figure 7) in original design.
 Blockouts for posts 3 - 8: PDB02

APPENDIX M(2) - TRANSITION, THRIE BEAM



*****THIS DESIGN IS FOR BIDIRECTIONAL TRAFFIC, POST SPACING AND NESTED GUARDRAIL PER SPEC.**

*****GUARDRAIL, POSTS, BLOCKOUTS AND CONNECTION BOLTS SUPPLIED BY OTHERS*****

- PARTS LIST**
- 02 - Hex Bolt 3/4"-10NC x 2"
 - 03 - Heavy Hex Nut 3/4"-10NC
 - 04 - Lock Washer 3/4"

Guardrail splice bolts by others. Due to multiple layers, AASHTO FBB02 bolts will be required and a step drill may be required to correct hole alignment.

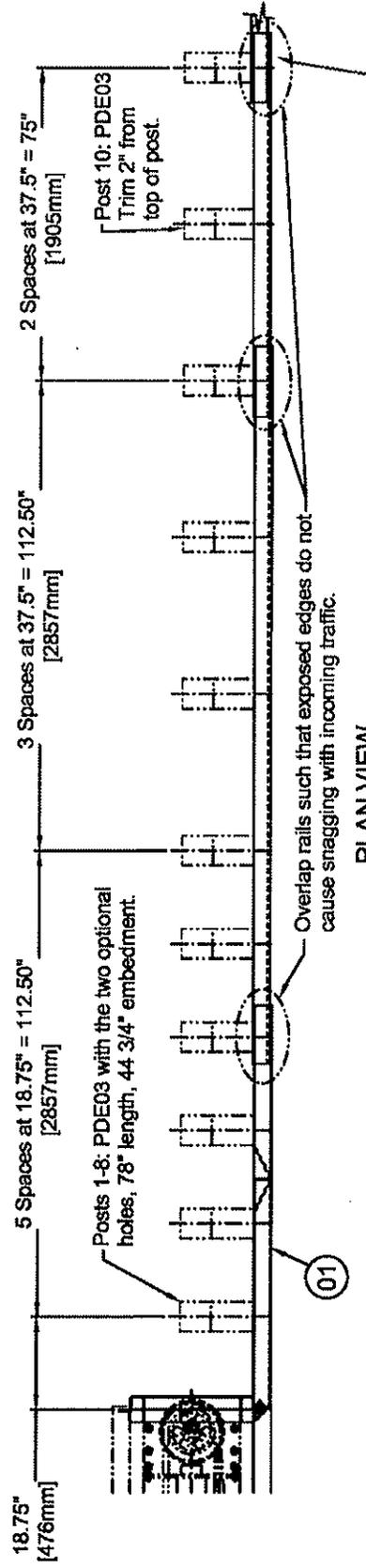
4-bolts for attachment by others based on the blockout dimensions.

02 4 plcs

04 4 plcs

03 4 plcs

APPENDIX N - TRANSITION, W BEAM
*****FOR USE WITH REVERSE DIRECTION TRAFFIC*****

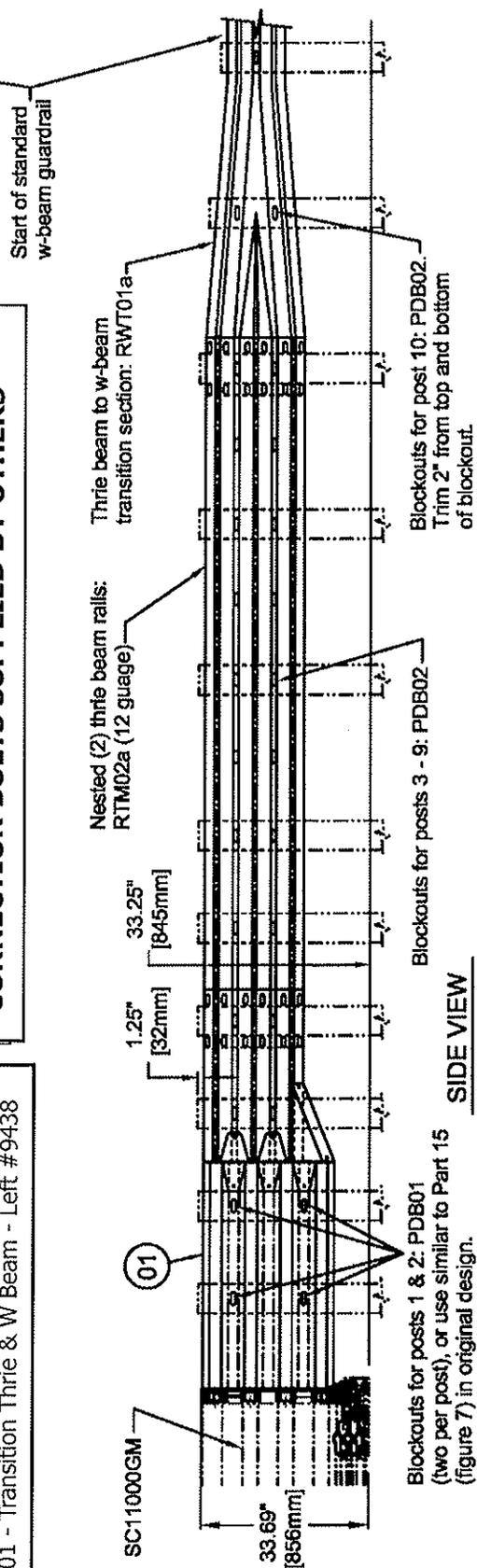


PLAN VIEW

***** GUARDRAIL, POSTS, BLOCKOUTS AND CONNECTION BOLTS SUPPLIED BY OTHERS *****

PARTS LIST

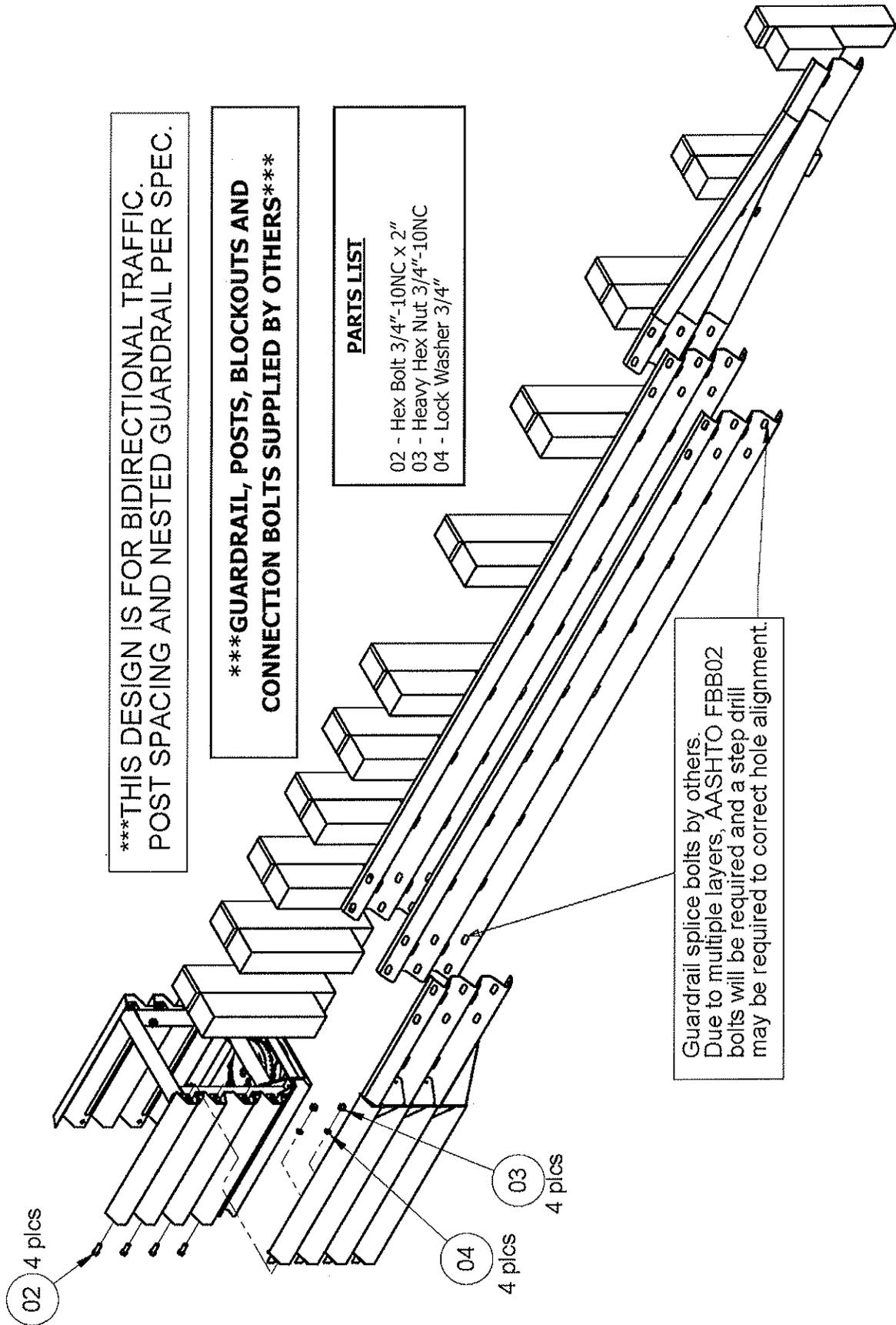
- 01 - Transition Thrie & W Beam - Right #9437
- 01 - Transition Thrie & W Beam - Left #9438



SIDE VIEW

Blockouts for posts 1 & 2: PDB01 (two per post), or use similar to Part 15 (figure 7) in original design.

APPENDIX N(2) - TRANSITION, W BEAM



***THIS DESIGN IS FOR BIDIRECTIONAL TRAFFIC.
POST SPACING AND NESTED GUARDRAIL PER SPEC.

***GUARDRAIL, POSTS, BLOCKOUTS AND
CONNECTION BOLTS SUPPLIED BY OTHERS***

- PARTS LIST**
- 02 - Hex Bolt 3/4"-10NC x 2"
 - 03 - Heavy Hex Nut 3/4"-10NC
 - 04 - Lock Washer 3/4"

Guardrail splice bolts by others.
Due to multiple layers, AASHTO FBB02
bolts will be required and a step drill
may be required to correct hole alignment.

02 4 pics

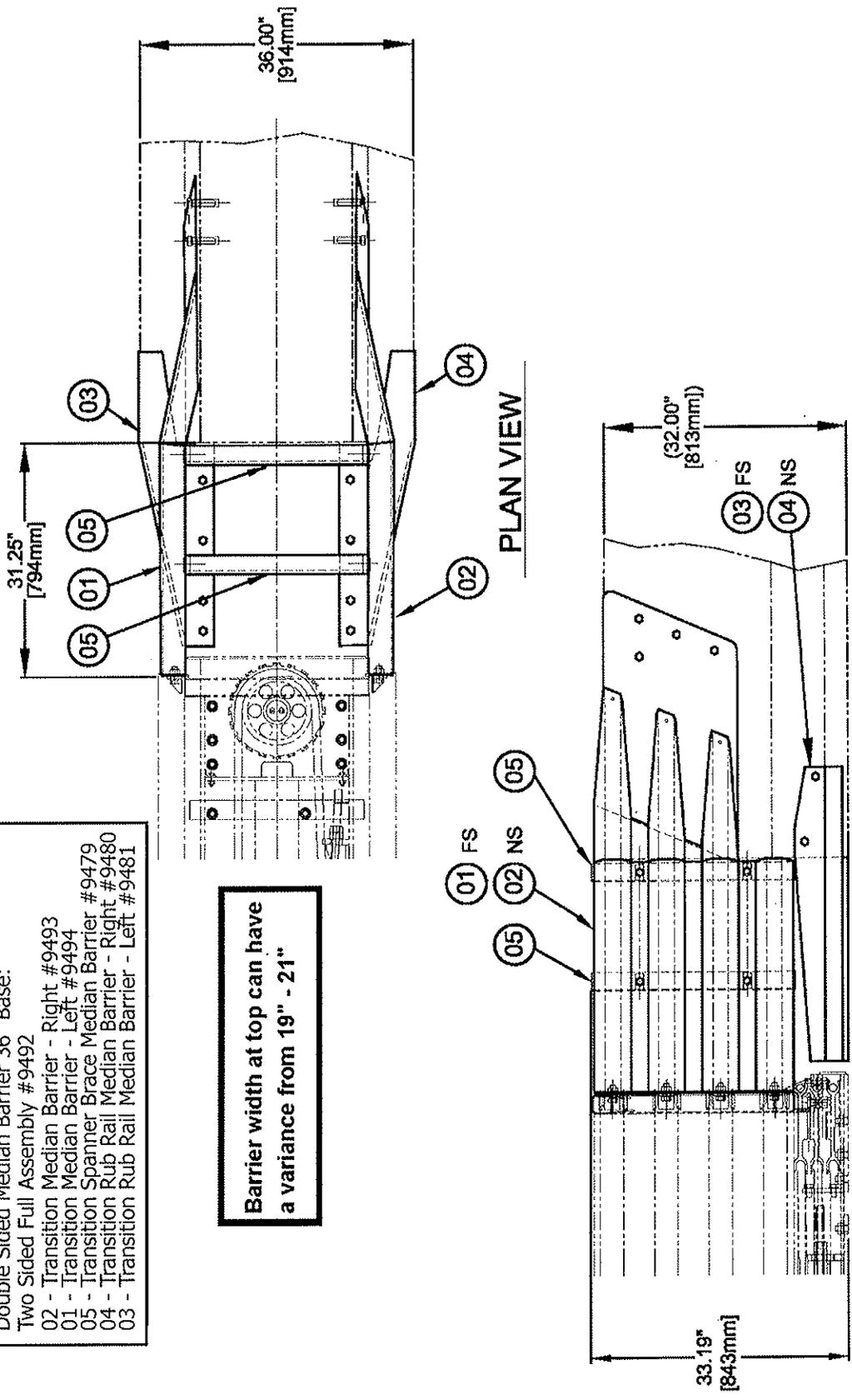
04 4 pics

03 4 pics

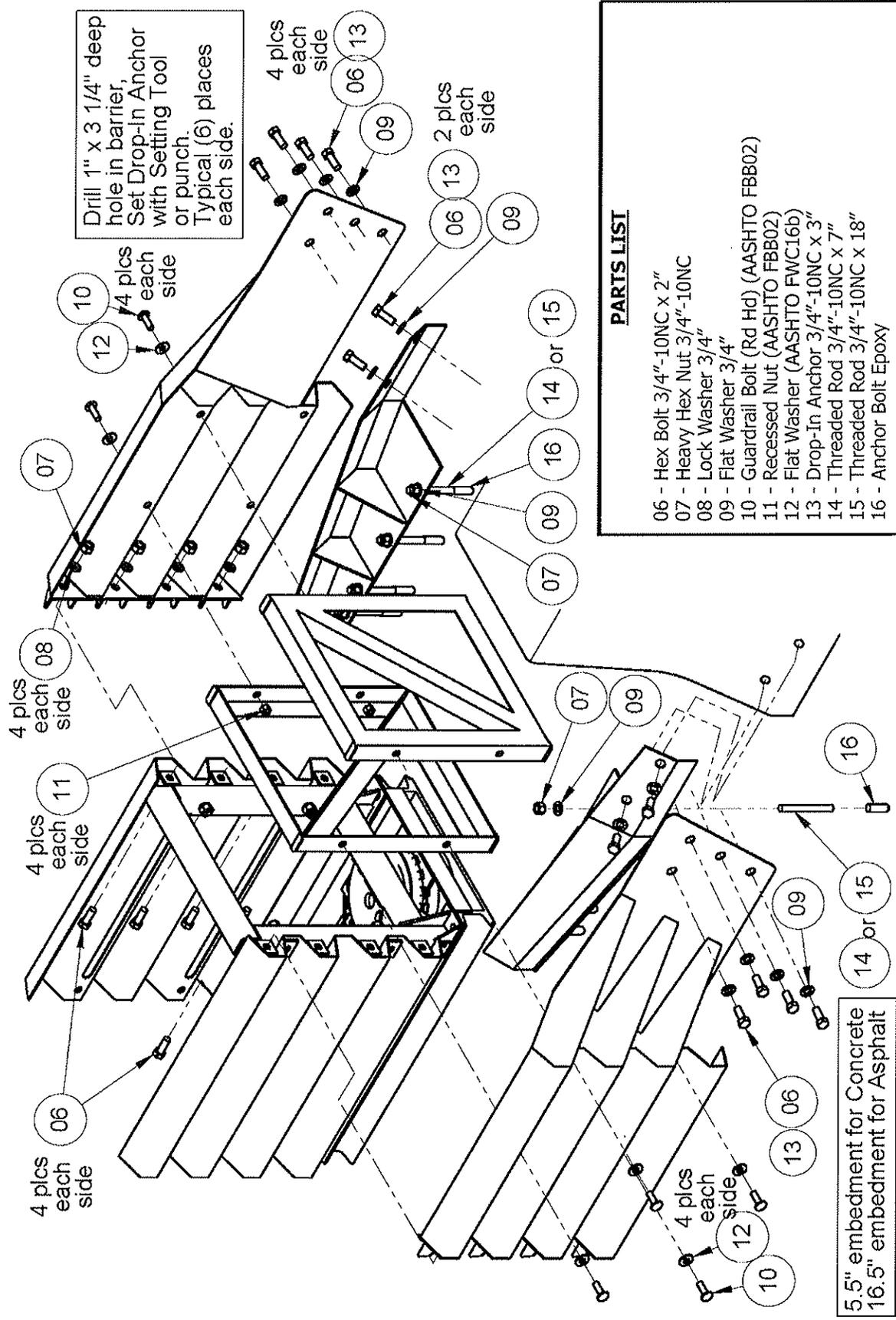
APPENDIX O - TRANSITION, JERSEY/F SHAPE BARRIER - 36 INCH (915mm) BASE X 32 INCH (813mm) TALL

- PARTS LIST**
- Double Sided Median Barrier 36" Base:
 - Two Sided Full Assembly #9492
 - 02 - Transition Median Barrier - Right #9493
 - 01 - Transition Median Barrier - Left #9494
 - 05 - Transition Spanner Brace Median Barrier #9479
 - 04 - Transition Rub Rail Median Barrier - Right #9480
 - 03 - Transition Rub Rail Median Barrier - Left #9481

Barrier width at top can have a variance from 19" - 21"



APPENDIX O(2) - TRANSITION, JERSEY/F SHAPE BARRIER - 36 INCH (915mm) BASE X 32 INCH (813mm) TALL



- PARTS LIST**
- 06 - Hex Bolt 3/4"-10NC x 2"
 - 07 - Heavy Hex Nut 3/4"-10NC
 - 08 - Lock Washer 3/4"
 - 09 - Flat Washer 3/4"
 - 10 - Guardrail Bolt (Rd Hd) (AASHTO FBB02)
 - 11 - Recessed Nut (AASHTO FBB02)
 - 12 - Flat Washer (AASHTO FWC16b)
 - 13 - Drop-In Anchor 3/4"-10NC x 3"
 - 14 - Threaded Rod 3/4"-10NC x 7"
 - 15 - Threaded Rod 3/4"-10NC x 18"
 - 16 - Anchor Bolt Epoxy

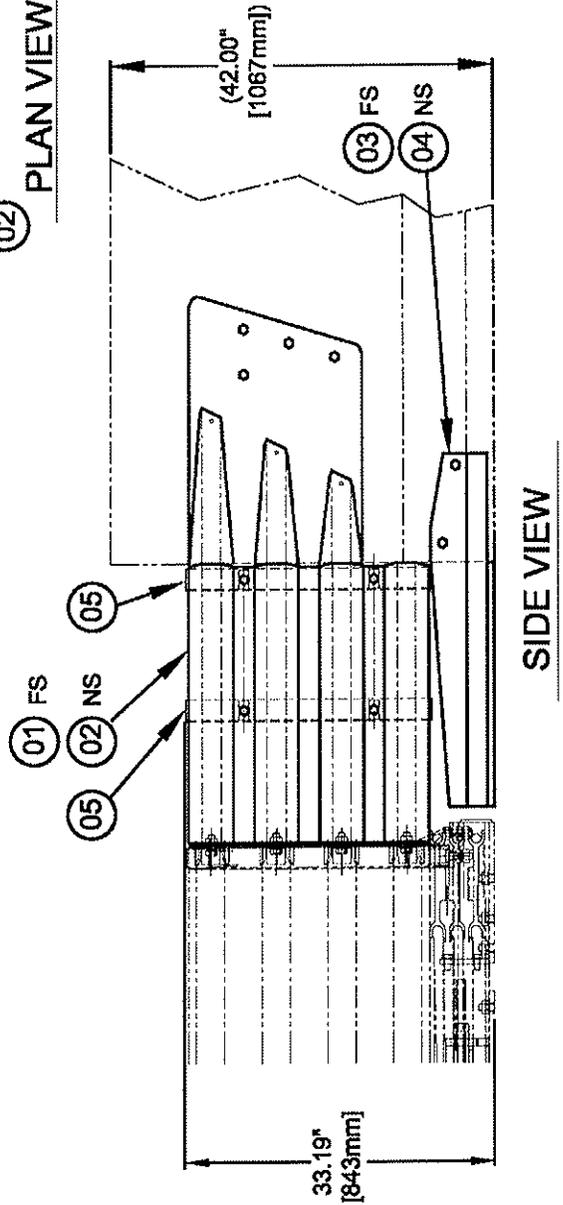
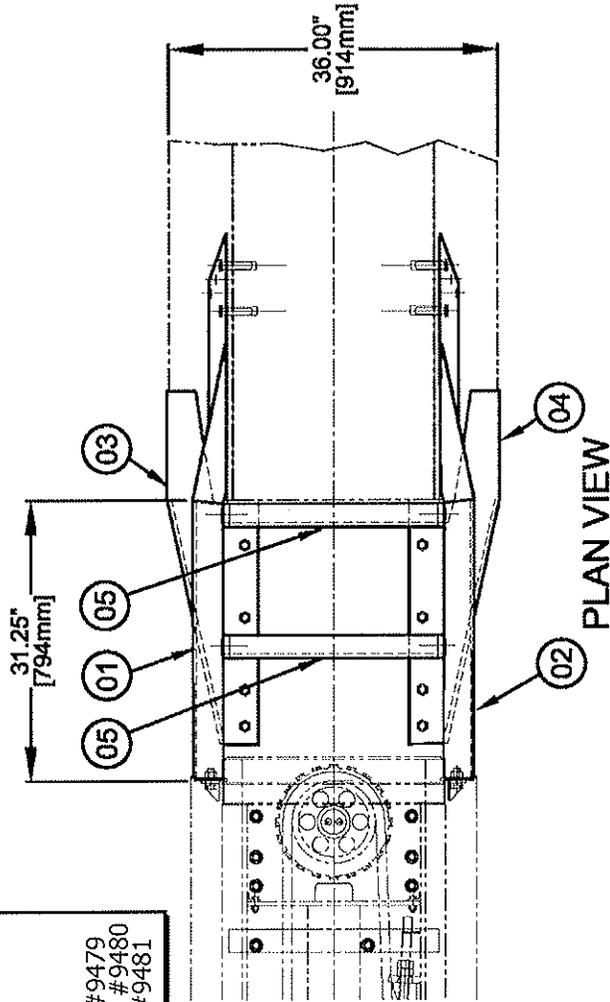
5.5" embedment for Concrete
16.5" embedment for Asphalt

APPENDIX P - TRANSITION, JERSEY/F SHAPE BARRIER - 36 INCH (915mm) BASE X 42 INCH (1067mm) TALL

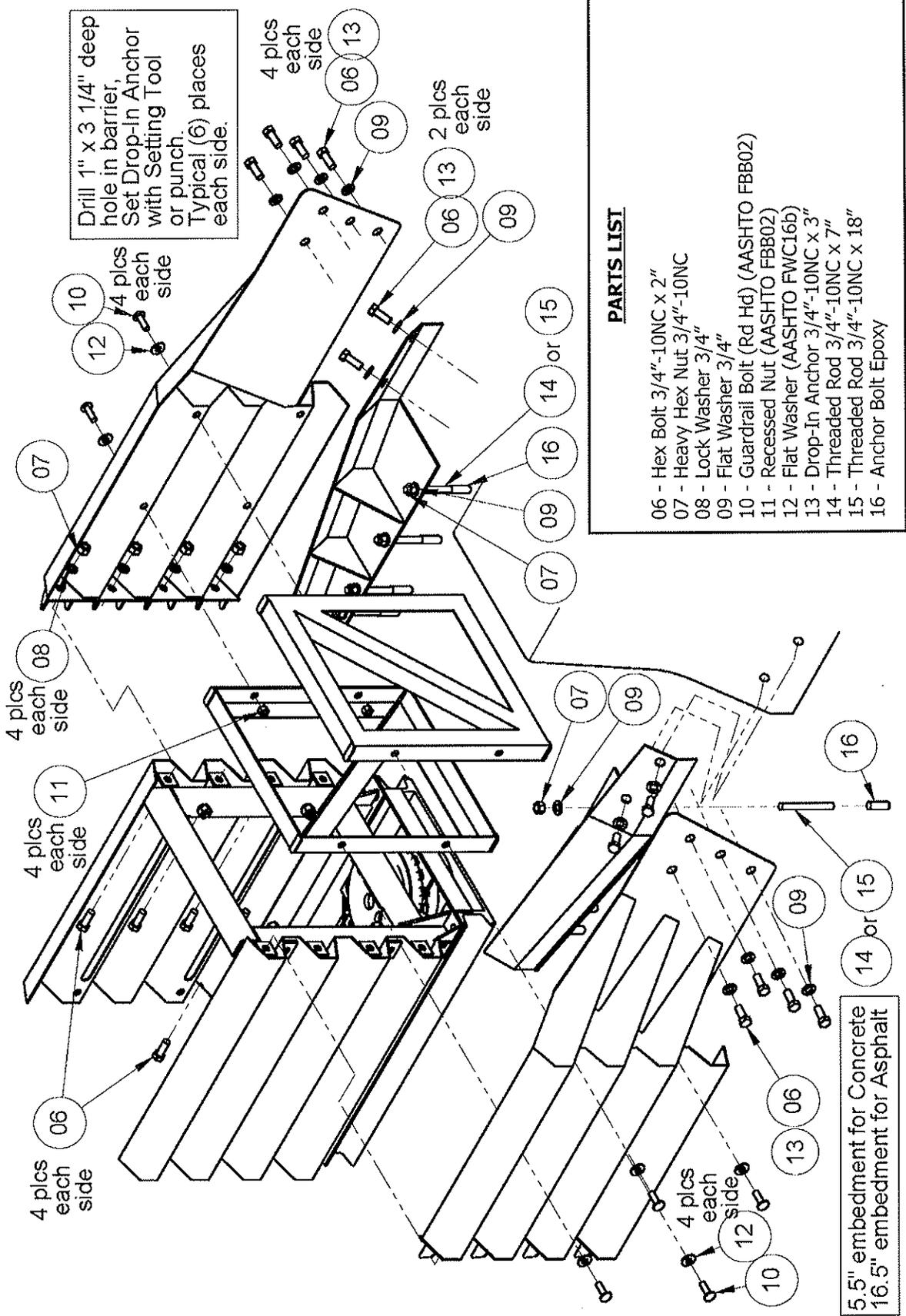
PARTS LIST

- Double Sided Median Barrier 36" Base:
- Two Sided Full Assembly #9476
- 02 - Transition Median Barrier - Right #9477
- 01 - Transition Median Barrier - Left #9478
- 05 - Transition Spanner Brace Median Barrier #9479
- 04 - Transition Rub Rail Median Barrier - Right #9480
- 03 - Transition Rub Rail Median Barrier - Left #9481

Barrier width at top can have a variance from 19" - 21"



APPENDIX P(2) - TRANSITION, JERSEY/F SHAPE BARRIER - 36 INCH (915mm) BASE X 42 INCH (1067mm) TALL



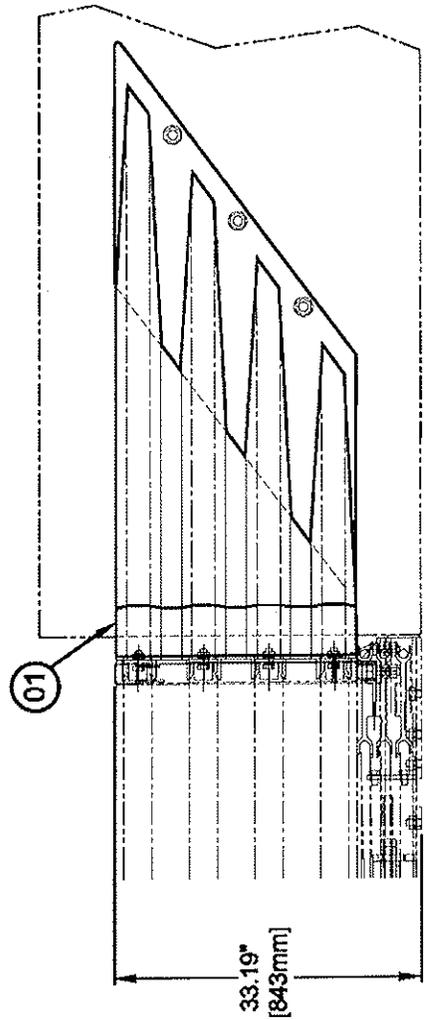
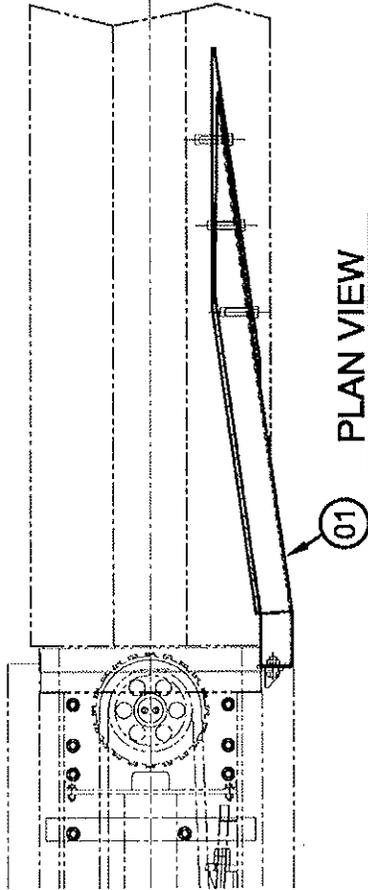
PARTS LIST

- 06 - Hex Bolt 3/4"-10NC x 2"
- 07 - Heavy Hex Nut 3/4"-10NC
- 08 - Lock Washer 3/4"
- 09 - Flat Washer 3/4"
- 10 - Guardrail Bolt (Rd Hd) (AASHTO FBB02)
- 11 - Recessed Nut (AASHTO FBB02)
- 12 - Flat Washer (AASHTO FWC16b)
- 13 - Drop-In Anchor 3/4"-10NC x 3"
- 14 - Threaded Rod 3/4"-10NC x 7"
- 15 - Threaded Rod 3/4"-10NC x 18"
- 16 - Anchor Bolt Epoxy

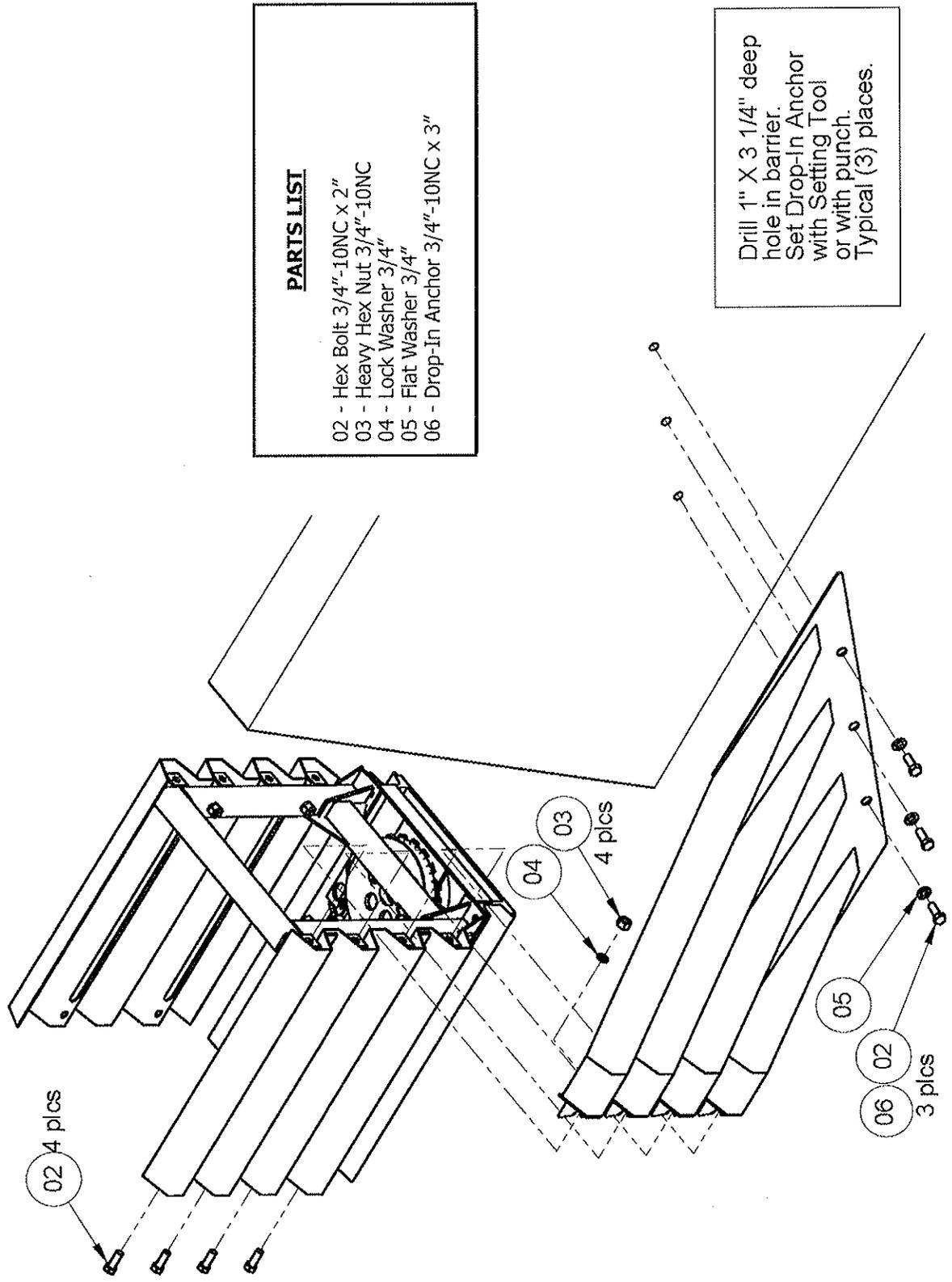
5.5" embedment for Concrete
16.5" embedment for Asphalt

APPENDIX Q - TRANSITION, MEDIAN BARRIER - SINGLE SLOPE

PARTS LIST	
01 - Transition Single Slope Median Barrier - Right - #9490	
01 - Transition Single Slope Median Barrier - Left - #9491	



APPENDIX Q(2) - TRANSITION, MEDIAN BARRIER - SINGLE SLOPE



PARTS LIST

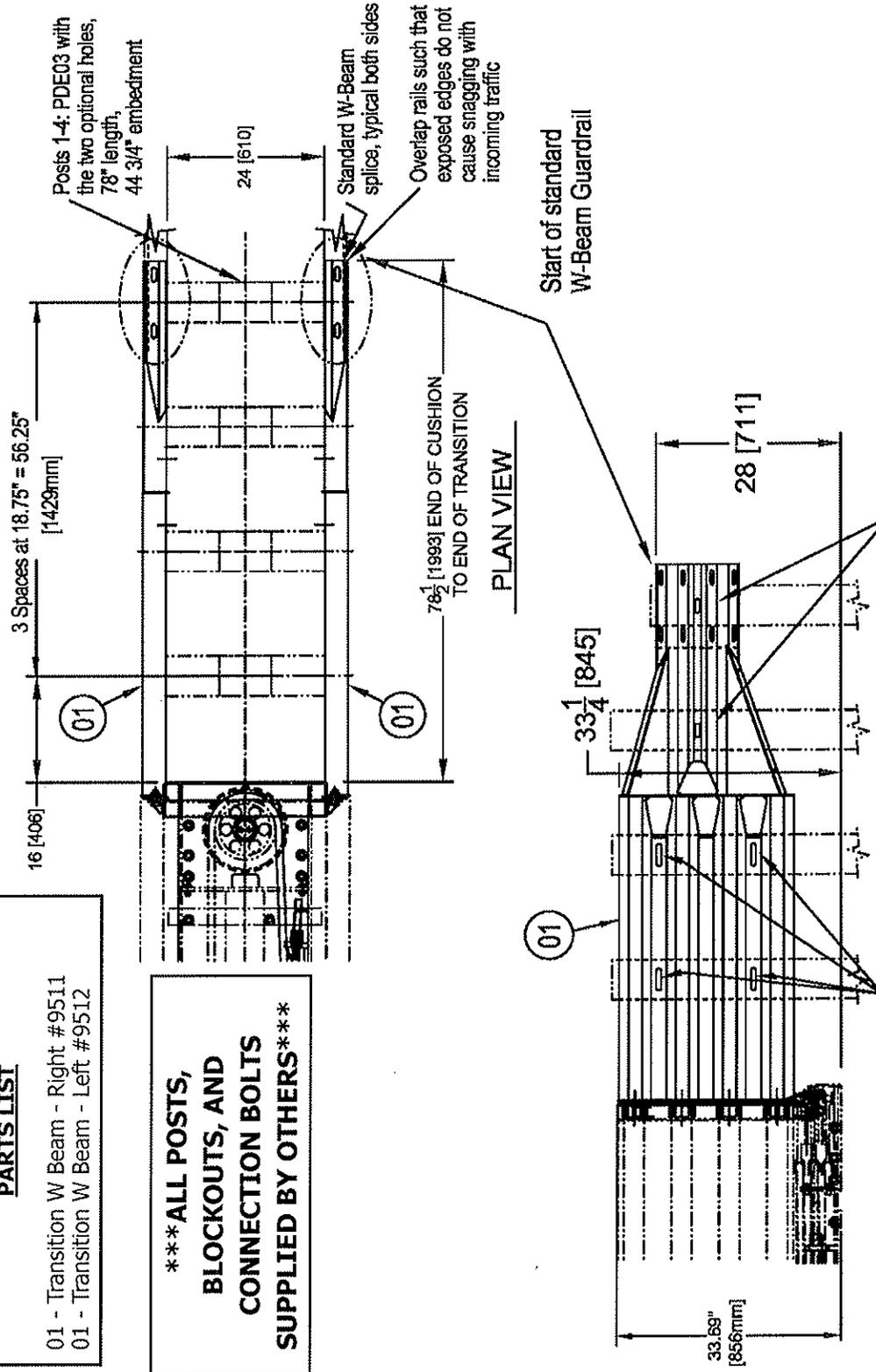
- 02 - Hex Bolt 3/4"-10NC x 2"
- 03 - Heavy Hex Nut 3/4"-10NC
- 04 - Lock Washer 3/4"
- 05 - Flat Washer 3/4"
- 06 - Drop-In Anchor 3/4"-10NC x 3"

Drill 1" X 3 1/4" deep hole in barrier.
 Set Drop-In Anchor with Setting Tool or with punch.
 Typical (3) places.

APPENDIX R - TRANSITION, W-BEAM 28" HIGH
*****FOR USE WITH NO REVERSE DIRECTION TRAFFIC*****

PARTS LIST
 01 - Transition W Beam - Right #9511
 01 - Transition W Beam - Left #9512

***** ALL POSTS, BLOCKOUTS, AND CONNECTION BOLTS SUPPLIED BY OTHERS *****



Blockouts for posts 1&2: PDB01 (two per post, ea. side), or use similar to Part 15 (figure 7) in original design.

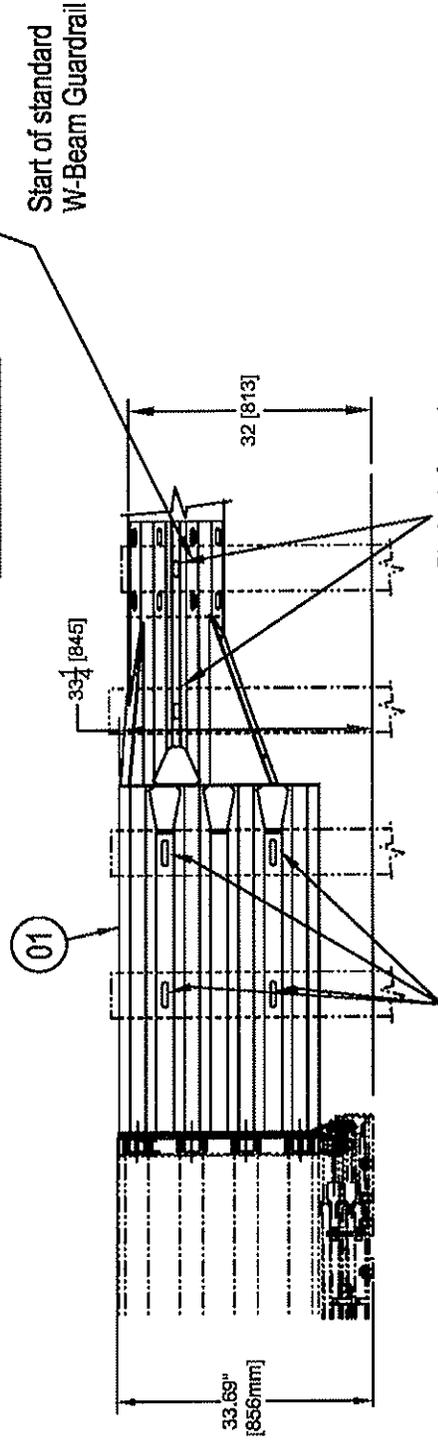
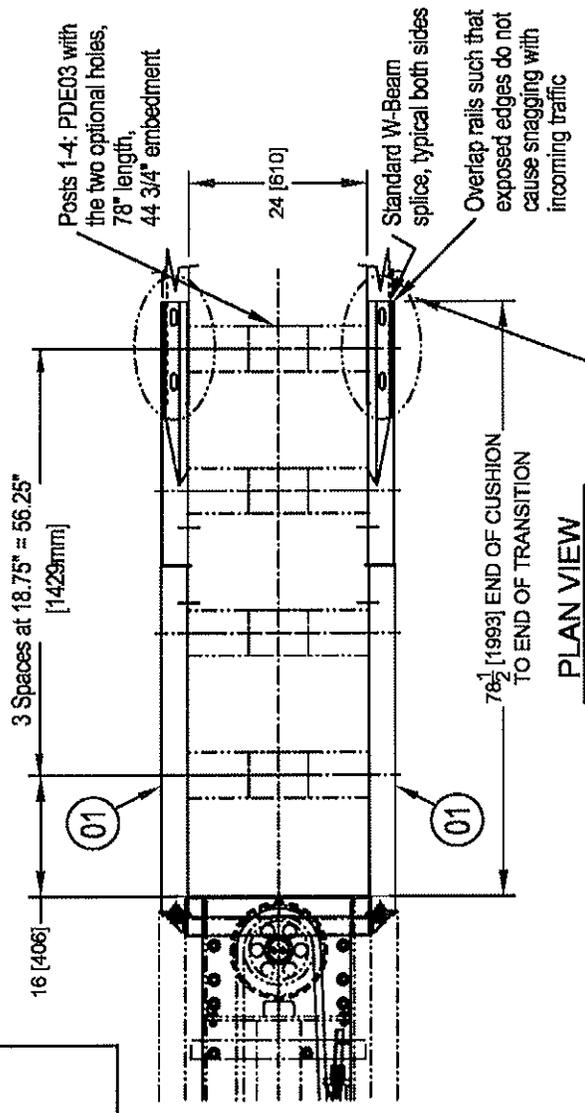
SIDE VIEW

Blockouts for posts 3 & 4: PDB01

APPENDIX S - TRANSITION, W-BEAM 32" HIGH
*****FOR USE WITH NO REVERSE DIRECTION TRAFFIC*****

- PARTS LIST**
- 01 - Transition W Beam - Right #9513
 - 01 - Transition W Beam - Left #9514

***** ALL POSTS,
 BLOCKOUTS, AND
 CONNECTION BOLTS
 SUPPLIED BY OTHERS*****



SIDE VIEW

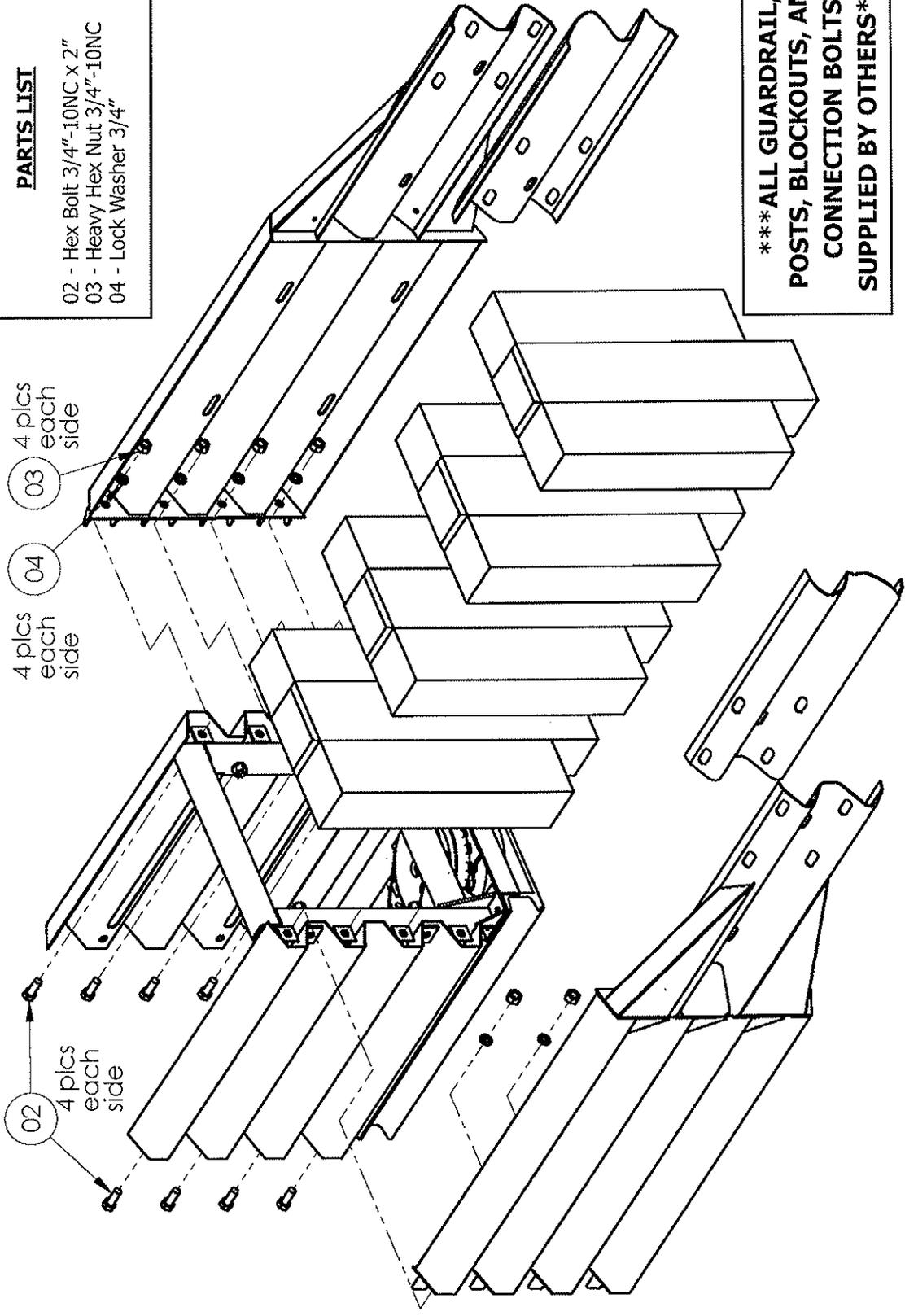
Blockouts for posts 1&2: PDB01 (two per post, ea. side), or use similar to Part 15 (figure 7) in original design.

Blockouts for posts 3 & 4: PDB01

APPENDIX R(2) & S(2) - TRANSITION, W-BEAM 28" & 32" HIGH

- PARTS LIST**
- 02 - Hex Bolt 3/4"-10NC x 2"
 - 03 - Heavy Hex Nut 3/4"-10NC
 - 04 - Lock Washer 3/4"

***** ALL GUARDRAIL,
POSTS, BLOCKOUTS, AND
CONNECTION BOLTS
SUPPLIED BY OTHERS*****





SCI Products Inc.

SCI70/100GM CRASH CUSHION COMMERCIAL 1-YEAR WARRANTY

SCI PRODUCTS INC. warrants this product to be free from defects in material and workmanship under normal use and service for a period of one (1) year beginning on the date of installation. SCI PRODUCTS INC. will repair or replace without charge to the original customer any defective component. This is the sole and exclusive remedy.

This warranty is contingent upon proper use of the System and does not cover Systems that have been modified (including the addition of parts) without the approval of SCI PRODUCTS INC. or which are in need of repair due to damage from external cause, including accident, collision, improper handling, improper transporting, failure to properly maintain the System as recommended by SCI PRODUCTS INC., abuse, misuse or which have been damaged by outside parties not employed by SCI PRODUCTS INC., whether in installation or otherwise.

THIS IS A LIMITED WARRANTY AND IT IS THE ONLY WARRANTY MADE BY SCI PRODUCTS INC. SCI PRODUCTS INC. MAKES, AND CUSTOMER RECEIVES, NO OTHER WARRANTY, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OR MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. SCI PRODUCTS INC. SHALL HAVE NO LIABILITY WITH RESPECT TO ITS OBLIGATIONS UNDER THIS WARRANTY FOR CONSEQUENTIAL, EXEMPLARY OR INCIDENTAL DAMAGES EVEN IF IT HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THIS DOCUMENT WITH RESPECT TO THE PRODUCT INDICATED ABOVE. BUYER ACKNOWLEDGES THAT ANY STATEMENTS MADE WHICH ARE NOT FOUND IN THIS DOCUMENT ARE NOT PROMISES TO BE RELIED UPON.

THE BUYER AGREES TO INSPECT THE PRODUCT ON RECEIPT AS FULLY AS THE BUYER DESIRES AND TO NOTIFY SCI PRODUCTS INC. OF ANY REVEALED DEFECT.



Work Area Protection

ATT0411

REACT 350[®] WIDE

A REUSABLE CRASH CUSHION FOR WIDE ROADWAY HAZARDS



OVERVIEW

The REACT 350 Wide Systems are redirective, non-gating crash cushion that meets NCHRP 350, Test Level 3. They feature "smart plastic" cylinders made of high molecular weight, high-density polyethylene (HMW/HDPE) plastic that are arranged to shield rigid hazards with three system widths of 1.525 m (60"), 2.440 m (96") and 2.050 m (120"). When impacted within the design capacity specified in NCHRP 350, the cylinders typically regain up to 90% of their original shape and capacity without maintenance or repair of major components.

MEETS NCHRP 350, TEST LEVEL 3

The REACT 350 Wide Systems meet NCHRP 350, Test Level 3 criteria as a redirective, non-gating crash cushion. During a head-on impact, at speeds up to 62 mph, the cylinders compress to absorb the energy of impact and bring the vehicle to a controlled stop. During side angle impacts up to 20 degrees, the REACT 350 Wide Systems redirect the errant vehicle back onto the roadway at a shallow angle. This redirection is the result of internal struts within the cylinders (except the nose).

FEATURES AND BENEFITS

- ▶ Self-restoring and reusable after most impacts
- ▶ Able to withstand a number of impacts without the need for major repairs or parts
- ▶ Minimal maintenance and refurbishment – spare parts typically not required
- ▶ Low lifecycle cost in comparison to disposable systems

The REACT 350 Wide System uses a monorail to provide lateral strength



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SAVING LIVES BY DESIGN



MINIMAL MAINTENANCE AND REFURBISHMENT

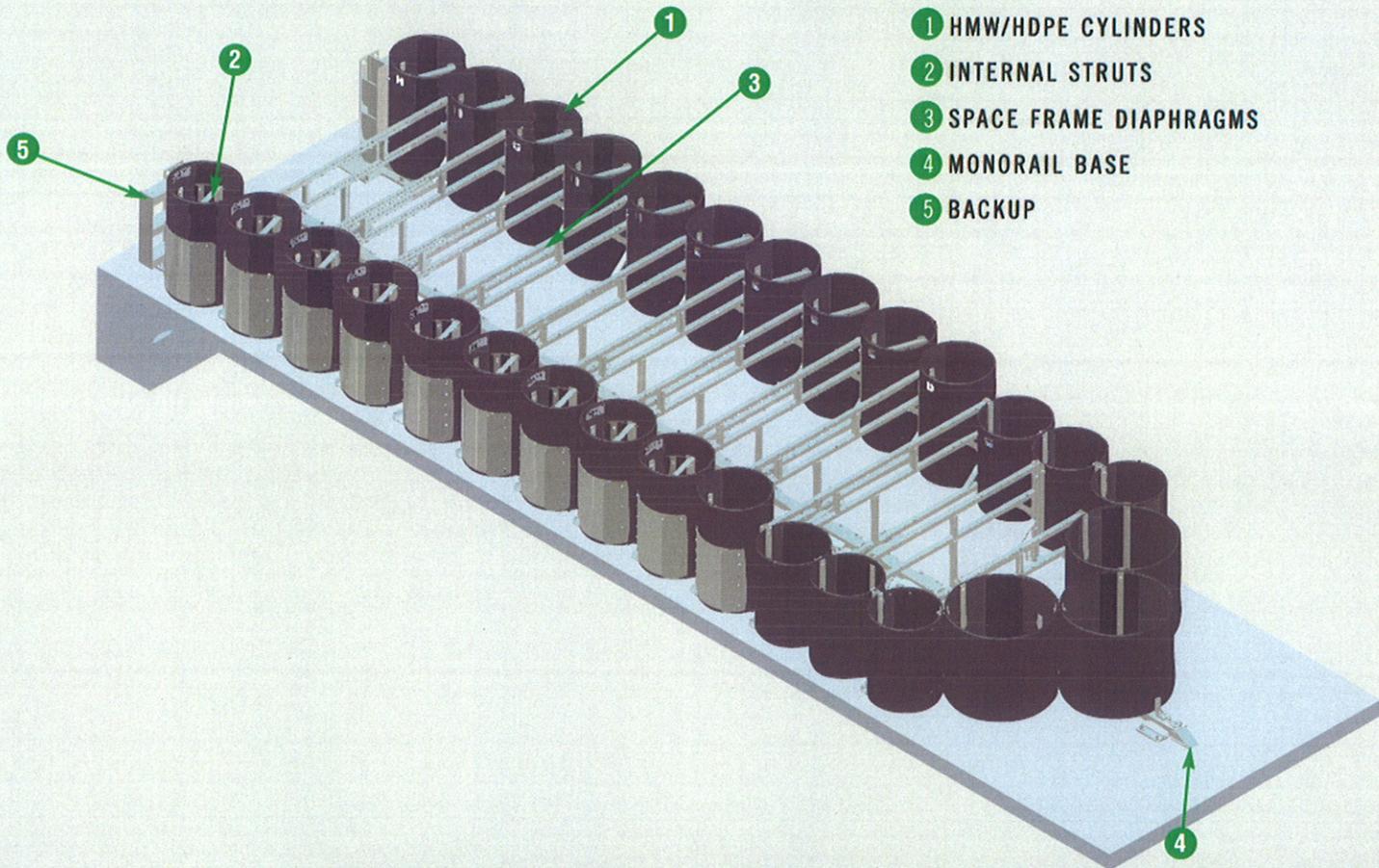
After a typical design impact, the REACT 350 Wide System can be quickly restored by simply over pulling the system out and replacing the shear bolt. Spare parts are typically not required. Limited exposure to traffic provides for optimum safety for maintenance workers. Very high reusability allows for exceptional life cycle savings.

The REACT 350 Wide System is available with a steel backup or a concrete-mounted backup. The concrete-mounted backup allows the unit to be attached directly to an existing or new concrete backup at the site. The steel backup allows the system to be placed at sites where a stand alone system is required. The REACT 350 Wide system of a width of 1.525/2.440/3.050 m (60/96/120") width consists of 27/29/29 cylinders arranged in 14/15/15 Rows for Test Level 3 conditions.

SPECIFICATIONS

60 INCH TL-3
Width at Backup
Length
96 INCH TL-3
Width at Backup
Length
120 INCH TL-3
Width at Backup
Length

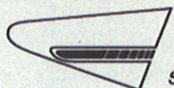
	SELF-CONTAINED BACKUP	CONCRETE-MOUNTED BACKUP
60 INCH TL-3 Width at Backup	1.5 m (60")	1.5 m (60")
60 INCH TL-3 Length	9.4 m (30'10")	9.2 m (30'7")
96 INCH TL-3 Width at Backup	2.4 m (96")	2.4 m (96")
96 INCH TL-3 Length	10.6 m (34'9")	10.6 m (34'9")
120 INCH TL-3 Width at Backup	3.1 m (120")	3.1 m (120")
120 INCH TL-3 Length	10.3 m (33'10")	10.3 m (33'10")



- 1 HMW/HDPE CYLINDERS
- 2 INTERNAL STRUTS
- 3 SPACE FRAME DIAPHRAGMS
- 4 MONORAIL BASE
- 5 BACKUP

Quixote
Transportation Safety

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www.energyabsorption.com

SAVING LIVES BY DESIGN



Distributed By:

General specifications for the REACT 350 Wide System are subject to change without notice to reflect improvements and upgrades. Additional information is available in the Product Manual for this system. Contact Energy Absorption Systems for details.



Product Sheet
Product Specifications
FHWA Acceptance



View ISO Drawing

REACT 350® WIDE CRASH CUSHION SYSTEM

The REACT 350 Wide Systems are redirective, non-gating crash cushion that meets NCHRP 350, Test Level 3. They feature "smart plastic" cylinders made of high molecular weight, high-density polyethylene (HMW/HDPE) plastic that are arranged to shield rigid hazards with three system widths of 1.525 m (60"), 2.440 m (96") and 2.050 m (120"). When impacted within the design capacity specified in NCHRP 350, the cylinders typically regain up to 90% of their original shape and capacity without maintenance or repair of major components.

Smart Plastic Cylinders

The React 350® Wide 60/90/120 in. Crash Cushion System features "smart plastic" cylinders made of high-molecular weight, high-density polyethylene (HMW/HDPE) plastic that is arranged to shield rigid roadway hazards with widths up to 3050 mm (120 in).



NCHRP 350

- Non-gating, redirective crash cushion system
- Performs effectively with design speeds up to 100 km/h (62 mph)
- Meets TL-3 (100 km/h / 62 mph)



Redirective Capability

During side angle impacts up to 20°, an errant vehicle weighing between 820 kg

(1800 lbs) and 2000 kg (4400 lbs) is redirected back into the original traffic flow as a result of energy-absorbing cylinders with internal struts, combined with rail guides.

Crashworthy

Crashworthy at speeds up to 100 km/h (62 mph) and at angles as high as 20°, when impacted by vehicles weighing up to 2000 kg (4400 lbs).

Easy Maintenance

Design impacts would require no major component replacement. Reusability is up to 99% after most design impacts.

Extreme Efficiency

The REACT 350® crash cushion system will continue to perform after multiple design impacts, typically regaining up to 90% of its original shape and capacity without maintenance or repair of major components after most design impacts.

Energy Absorption Systems, Inc.

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REACT 350® (60"/96"/120")
GENERAL SPECIFICATIONS

I. GENERAL

All REACT 350® (60"/96"/120")¹ (Reusable Energy Absorbing Crash Terminal 350) shall be produced by Energy Absorption Systems, Inc., of Chicago, Illinois.

II. DESCRIPTION OF SYSTEM

A. General

REACT 350 refers to a family of reusable crash cushions made up from arrays of cylinders that have the ability to recover a major portion of their shape, position, and capabilities after being impacted. Transitions are available and may be required depending on the site conditions.

The REACT 350 (60"/96"/120") for Test Level 3 (TL-3) conditions, as specified in NCHRP 350, is a 27/29/29² cylinder, 14/15/15³ row, redirective non-gating crash terminal. The system incorporates HMW/HDPE or "smart plastic" cylinders as the main energy absorbers, internal struts for lateral redirective performance, space frame diaphragms, and a single monorail.

B. Component Description

1. The cylinders shall be made of high molecular weight, high-density polyethylene (HMW/HDPE). Cylinders shall be nominally 610 mm [24"] in outside diameter except at the nose of the system. The nose cylinders shall be nominally 610 mm [24"] or 914 mm [36"] in outside diameter depending on the width of the system. Two distinct cylinder heights (813 mm [32"] and 1016 mm [40"]) are used. The wall thickness of the cylinders may vary from 19 mm [.738"] to 29 mm [1.14"]. Cylinder color shall be black.
2. The system is comprised of 27/29/29 cylinders. The cylinders are arranged in rows in which each row contains a single pair of cylinders. The exception is the nose cylinder, which is placed centrally at the front of the unit.

¹ The terminology 60"/96"/120" refers to nominal system widths of REACT systems contained within this specification.

² Referencing the total number of cylinders per system with respect to the specified system widths.

³ Referencing the total number of rows per system with respect to the specified system widths.

3. Cylinders may include “wheel deflectors” attached to the outboard sides. The wheel deflectors each include a flexible metallic sheet with a stiff plate attached on one side. The wheel deflectors are attached directly to the cylinders.
4. Cylinders may contain internal struts. The struts are a vertical steel framework and are fastened to the cylinder by means of a self-restoring HDPE hinge.
5. Space-frame diaphragms support the pairs of cylinders in each row.
6. A single monorail captures the diaphragms, provides lateral strength, and guides the system longitudinally during system stroke.
7. A mechanical “*trigger mechanism*” at the front of the system provides a predetermined positive fastening location for resetting the system after an impact.
8. The backup shall be a single concrete block or a steel back up as specified for use with this system.

C. Material Specifications

1. Metal work shall be fabricated from either M1020 Merchant Quality or ASTM A-36 steel. After fabrication, metal work shall be galvanized in accordance with ASTM A-123. All welding shall be done by or under the direction of a certified welder.
2. The system shall be assembled with galvanized fasteners. All bolts, nuts, and washers shall be Commercial Quality “American National Standard” unless otherwise specified.

III. TEST CRITERIA

- A. The REACT 350 (60”/96”/120”) with 27/29/29 cylinders and 14/15/15 rows are capable of passing the NCHRP 350 TL-3 tests with both the light car and pickup truck at speeds up to 100 km/h (62 mph) at angles up to 20 degrees. NCHRP 350 TL-3 specifies the following evaluation criteria:

NCHRP 350 Evaluation Criteria

1. For head-on impacts into the nose, a crash cushion should be capable of meeting the Occupant Risk Criteria as recommended in NCHRP 350. For vehicles weighing between 820 and 2000 kg [1810 and 4410 lbs.], the theoretical impact velocity of a hypothetical front seat passenger against the vehicle’s interior (calculated from vehicle acceleration and 610mm [24”]

forward displacement) should be less than 12 m/s [39.4 ft/sec]. The vehicle's highest 10-millisecond average acceleration subsequent to the instant of the hypothetical passenger impact should be less than 20 G's.

2. At angles up to 20 degrees, a crash cushion should be capable of redirecting 2000 kg [4,410 lb.] vehicles that impact the sides of the system at speeds up to 100 km/h [62 mph]. This criteria is for both right-way and wrong-way impacts (angles measured from system's longitudinal centerline) assuming appropriate transition hardware is properly installed. At angles up to 15 degrees, a crash cushion should be capable of redirecting 820 kg [1,810 lb.] vehicles that impact the sides of the system at speeds up to 100 km/h [62 mph].
 3. A crash cushion should be designed and constructed so no solid debris is present from the system that can create a hazard on the roadway after either head-on or side angle design impacts.
- B. Impact conditions that differ from those described in the NCHRP 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 of excessive cross slopes prior to impact may compromise crash performance. Under these conditions, performance criteria relative to structural adequacy, occupant risk and vehicle trajectory may not meet NCHRP 350 evaluation criteria.

V. DESIGN AND SELECTION CRITERIA

- A. Design, selection and placement of crash cushions shall conform to The American Association of State and Highway and Transportation Officials (AASHTO) Publication, "Roadside Design Guide" 1996.
- B. Installation of the REACT 350 shall be accomplished in accordance with the recommendations of Energy Absorption Systems, Inc.