

**NOTES**

1. DESIGN SHOWN IS REPRESENTATIONAL ONLY, SEE MANUFACTURER'S DRAWINGS FOR COMPONENTS AND INSTALLATION INSTRUCTIONS.
  2. IMPACT ATTENUATOR SHALL BE SELECTED FROM VDOT'S PROVISIONALLY APPROVED MASH LIST. ALL UNITS MUST HAVE SUCCESSFULLY PASSED THE MASH 2016 TL-2 TESTING CRITERIA AND DEEMED REIMBURSABLE BY FHWA.
  3. ALL STEEL HARDWARE COMPONENTS SHALL BE GALVANIZED.
  4. IMPACT ATTENUATOR MANUFACTURER MUST FURNISH DETAILS FOR REQUIRED ANCHORING SYSTEM. FOR DIMENSIONS OF UNIT AND CONCRETE FOUNDATION SEE MANUFACTURER'S DRAWINGS AND SPECIFICATIONS.
  5. CROSS SLOPE OF THE PAD SHALL NOT EXCEED A 8% (12:1) SLOPE.
  6. ANY LOCATION WHERE THERE IS REVERSE DIRECTION TRAFFIC, A TRANSITION PANEL SHALL BE SUPPLIED BY THE MANUFACTURER AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S DRAWINGS AND SPECIFICATIONS.
  7. DUE TO THE VARYING LENGTHS OF PROPRIETARY IMPACT ATTENUATORS THE DESIGNER SHOULD ALLOW 15' FOR THE LENGTH OF THE ATTENUATOR.
  8. FLUORESCENT PRISMATIC LENS YELLOW SHEETING SHALL BE USED ON THE REFLECTIVE MARKERS. ALL REFLECTIVE SHEETING IS TO BE IN ACCORDANCE WITH SECTION 701 OF THE ROAD AND BRIDGE SPECIFICATIONS. STRIPES SHALL SLOPE DOWN TOWARD THE SIDE OF THE OBSTRUCTION ON WHICH TRAFFIC IS TO PASS.
- COLOR:
- FIELD - YELLOW (REFLECTORIZED)
- MESSAGE - BLACK STRIPES (NON-REFLECTORIZED)
9. PAINT CHEVRON STRIPES AND INSTALL REFLECTIVE MARKERS ON PAVEMENT AT THE FRONT OF THE UNIT FOR MAXIMUM VISIBILITY.
  10. MEASUREMENT AND PAYMENT:  
TYPE 1 IMPACT ATTENUATOR WILL BE MEASURED IN UNITS OF EACH COMPLETE-IN-PLACE. PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING AND INSTALLING IMPACT ATTENUATOR, REFLECTORIZED MARKER, PORTLAND CONCRETE FOUNDATION, REQUIRED BACKUP, TRANSITION PANEL, AND ALL MATERIALS, LABOR, EXCAVATION, TOOLS, EQUIPMENT AND ANY INCIDENTALS NECESSARY TO COMPLETE THE WORK.
  11. SEE PAGE 505.03 FOR SITE PREPARATION REQUIREMENTS WHEN IMPACT ATTENUATOR IS INSTALLED ON A SHOULDER.



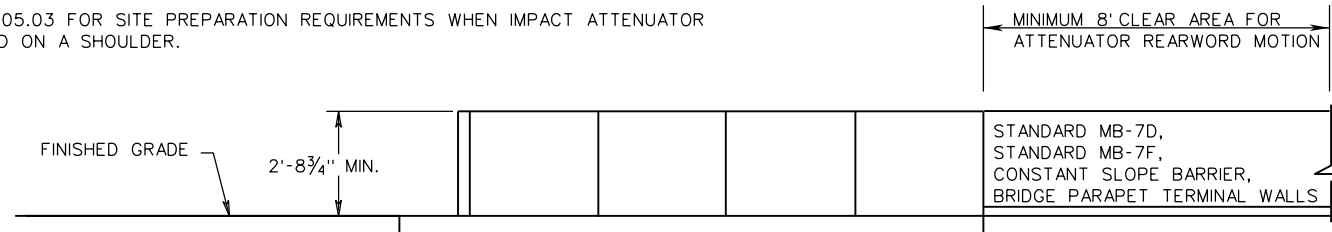
THROUGH ROADWAY MARKER  
POSITION LEFT OF TRAFFIC



THROUGH ROADWAY MARKER  
POSITION RIGHT OF TRAFFIC



GORE AREA REFLECTIVE MARKER



A REINFORCED CONCRETE FOUNDATION IS REQUIRED, DESIGN DETAILS ARE TO BE FURNISHED BY THE IMPACT ATTENUATOR MANUFACTURER. MINIMUM COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 4000 PSI.

ELEVATION VIEW

← MINIMUM 8' CLEAR AREA FOR  
ATTENUATOR REARWARD MOTION →

ITEM CODE 13606 STD. IA-2 IMPACT ATTEN. (TL-2, < 40 MPH DES.SP.) EACH

SPECIFICATION REFERENCE 105 221 505 512	A COPY OF THE ORIGINAL SEALED AND SIGNED STANDARD DRAWING IS ON FILE IN THE CENTRAL OFFICE <h2 style="margin: 0;">IMPACT ATTENUATOR</h2> <h3 style="margin: 0;">TYPE 1 RE-DIRECTIVE PERMANENT INSTALLATION ( TL-2 &lt; 40 MPH )</h3> VIRGINIA DEPARTMENT OF TRANSPORTATION	ROAD AND BRIDGE STANDARDS REVISION DATE 12/18 SHEET 1 OF 2 505.04
MASH 2016		