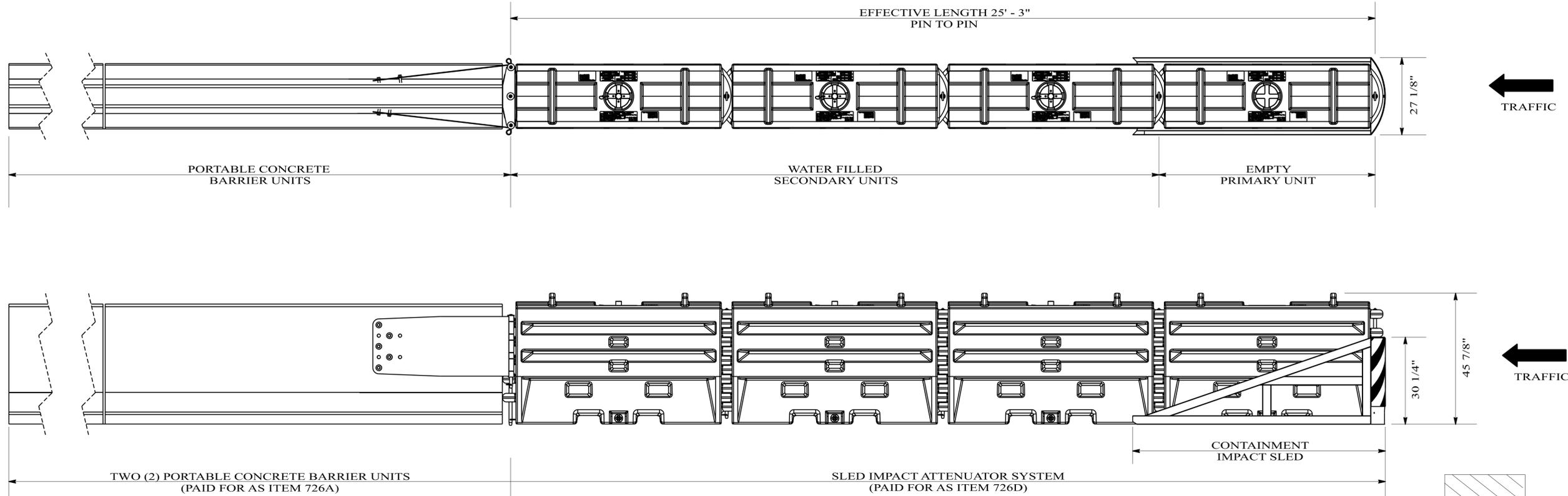
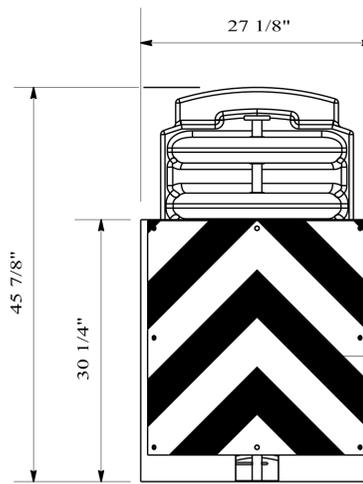


REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

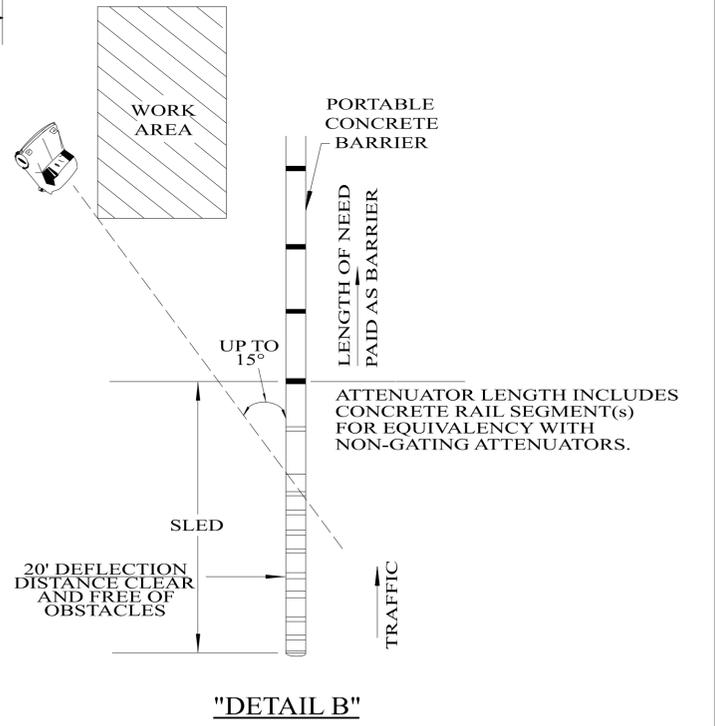
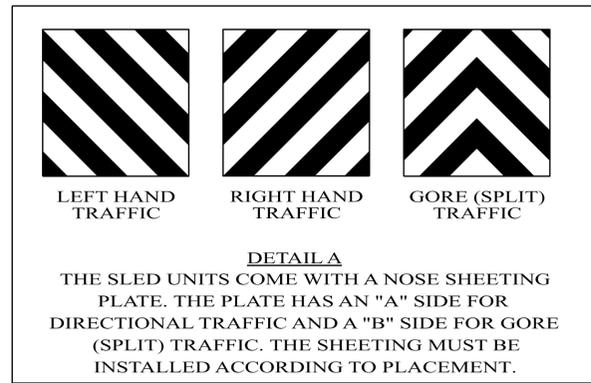


**GENERAL NOTES**

1. THE SLED SHALL BE INSTALLED IN ACCORDANCE WITH THE INSTRUCTIONS AND RECOMMENDATIONS OF TRAFFIX DEVICES, INC. 160 AVENIDA LA PATA, SAN CLEMENTE, CALIFORNIA 92672, (949) 361-5663.
2. THE SLED IMPACT ATTENUATOR SYSTEM, INCLUDING ALL SLED UNITS, CONNECTION HARDWARE, WATER, HAZARD MARKER, AND ALL INCIDENTAL MATERIALS NECESSARY FOR PROPER INSTALLATION SHALL BE PAID FOR AS ITEM 726D-XXX, PORTABLE IMPACT ATTENUATOR ASSEMBLY (UNI-DIRECTIONAL TL-3), PER EACH. PORTABLE CONCRETE BARRIER UNITS USED TO ANCHOR THE SLED SYSTEM ARE NOT INCLUDED IN THIS PAY ITEM AND SHALL BE PAID FOR SEPARATELY AS ITEM 726A - PORTABLE CONCRETE BARRIER.
3. THE SLED SYSTEM MAY ONLY BE USED IN UNI-DIRECTIONAL LOCATIONS. THE UNIT MAY BE USED ON A ROADSIDE WITH TWO-WAY TRAFFIC IF IT IS ON THE ROADSIDE AND NOT SEPARATING TRAFFIC. THE UNIT MAY BE USED IN THE MEDIAN ONLY WHERE THERE IS 40' MINIMUM SEPARATING OPPOSING TRAFFIC LANES SUCH THAT IT FUNCTIONS AS UNIDIRECTIONAL.
4. FOUNDATION / BASE MATERIAL MUST MEET MANUFACTURER'S RECOMMENDATIONS.
5. THE SLED SYSTEM IS A NARROW, NON-REDIRECTIVE, GATING CRASH CUSHION. IT IS INTENDED TO SHIELD THE BLUNT ENDS OF BOTH PERMANENT AND VARIABLE LENGTH PORTABLE CONCRETE BARRIER, AS WELL AS CRASHWORTHY STEEL BARRIER SYSTEMS. IT PROVIDES NO PROTECTION TO WORKERS OR EQUIPMENT BEHIND THE ATTENUATOR. VEHICLES IMPACTING THE ATTENUATOR MAY PASS THROUGH THE ATTENUATOR. DESIGNERS AND CONTRACTORS SHOULD BE AWARE OF PLACEMENT LIMITATIONS AND SHOULD EXTEND THE BARRIER WALL A SUFFICIENT DISTANCE TO SHIELD THE WORK AREA. SEE "DETAIL B" FOR CLEAR AREA GUIDANCE BEHIND THE ATTENUATOR. FOR APPROXIMATE EQUIVALENCE WITH PROTECTION LENGTHS PROVIDED BY NONGATING ATTENUATORS. THE SLED ATTENUATOR IS 25'-3" IN LENGTH AND SHOULD BE ATTACHED TO THE END OF ESTABLISHED NEEDED BARRIER AS PROTECTION TO THE BARRIER END.
6. THE PRIMARY (FIRST IN LINE WITH TRAFFIC) SLED UNIT SHALL BE EMPTY, THE REMAINING UNITS SHALL BE WATER FILLED. SEE MANUFACTURER'S RECOMMENDATIONS REGARDING ANTIFREEZE TREATMENTS IF REQUIRED.
7. CROSS SLOPE OF THE PAD SHALL NOT EXCEED 8%.
8. ALTERNATE MASH, PORTABLE IMPACT ATTENUATOR DESIGNS THAT HAVE BEEN APPROVED BY THE ALDOT PRODUCT EVALUATION BOARD MAY BE CONSIDERED FOR USE THROUGH SUBMITTAL TO THE STATE CONSTRUCTION ENGINEER IN ACCORDANCE WITH SECTION 740.02(e)3 OF THE ALDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.



HAZARD MARKER (SEE DETAIL A)



NOT TO SCALE