

### ALIGNMENT OF ATTENUATOR, PAD AND ROADWAY

Distance A		Comment
Design speed 110 km/h	Design speed 70 km/h	
45 m	40 m	Use appropriate designated impact attenuator design speed

#### NOTES:

- The pad and grading details shown on this drawing shall be used as applicable to attenuator system required for one end or both ends of the obstruction.
- Contractor shall follow manufacturer's recommendations for actual pad size for a particular impact attenuator system.
- Align the centerline of attenuator system parallel to centerline of the roadway. A maximum angle of 5°, as measured between the longitudinal center line of the roadway and an impact attenuator system type ED is allowed for gravel barrel array. See Standard Drawing 601-IAED-01 for gravel barrel layout and pad size.
- Variation in transverse slope over the length of the pad shall not vary more than 2%.
- Attenuator system including pad shall not encroach on shoulder of the roadway.
- Limit of longitudinal downward slope 20:1.
- Transition slope shall be a maximum of 10:1 downward.
- For a concrete pad adjacent to the outside shoulder area, a distance of 1 m beyond the far edge of concrete pad from the travel lane shall be sloped 20:1 before gradual transition to existing slope.

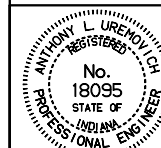
All dimensions are in mm unless otherwise specified.

INDIANA DEPARTMENT OF TRANSPORTATION

**GRADING AT MEDIAN  
IMPACT ATTENUATOR**

SEPTEMBER 1999

STANDARD DRAWING NO. 601-GAIA-01



/s/ Anthony L. Uremovich 9-01-99  
DESIGN STANDARDS ENGINEER DATE

/s/ Donald W. Lucas 9-01-99  
CHIEF HIGHWAY ENGINEER DATE

Source Sheet: NONE