

- NOTES:
1. UNITS IN. UNLESS OTHERWISE NOTED.
 2. FOUNDATION SHALL BE 6" REINFORCED OR 8" NON REINFORCED THICK PC CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI .
 3. REAR FENDER PANELS MUST BE ABLE TO TELESCOPE REARWARD UNOBSTRUCTED FOR 35".
 4. GRADING SHOULD BE IN COMPLIANCE WITH THE LATEST VERSION OF THE AASHTO ROADSIDE DESIGN GUIDE. IT IS RECOMMEND THAT ALL CURBS AND OTHER GEOMETRIC FEATURES BE REMOVED TO ENSURE PROPER PERFORMANCE.

5. IF OBJECT BEING SHIELDED IS TALLER THAN 32" IT IS RECOMMENDED TO TRIM THE BARRIER AT A 6H:1V RATE.
6. MAXIMUM WIDTH WITHOUT TRANSITION 23".
7. ONLY TDI APPROVED ANCHOR BOLTS AND ADHESIVES SHALL BE USED.
8. SEE DELTA INSTALLATION MANUAL FOR DETAILED INSTALLATION INSTRUCTIONS AND PERFORMANCE CHARACTERISTICS. COPIES OF THE MANUAL ARE AVAILABLE AT WWW.TRAFFIXDEVICES.COM
9. BRIDGE DECK THICKNESS MUST BE A MINIMUM OF 7-1/2"; MINIMUM OF 1-1/2" CLEARANCE BELOW FOR BRIDGE DECK.

TO ACCOMPANY CONTRACT PLANS DATED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

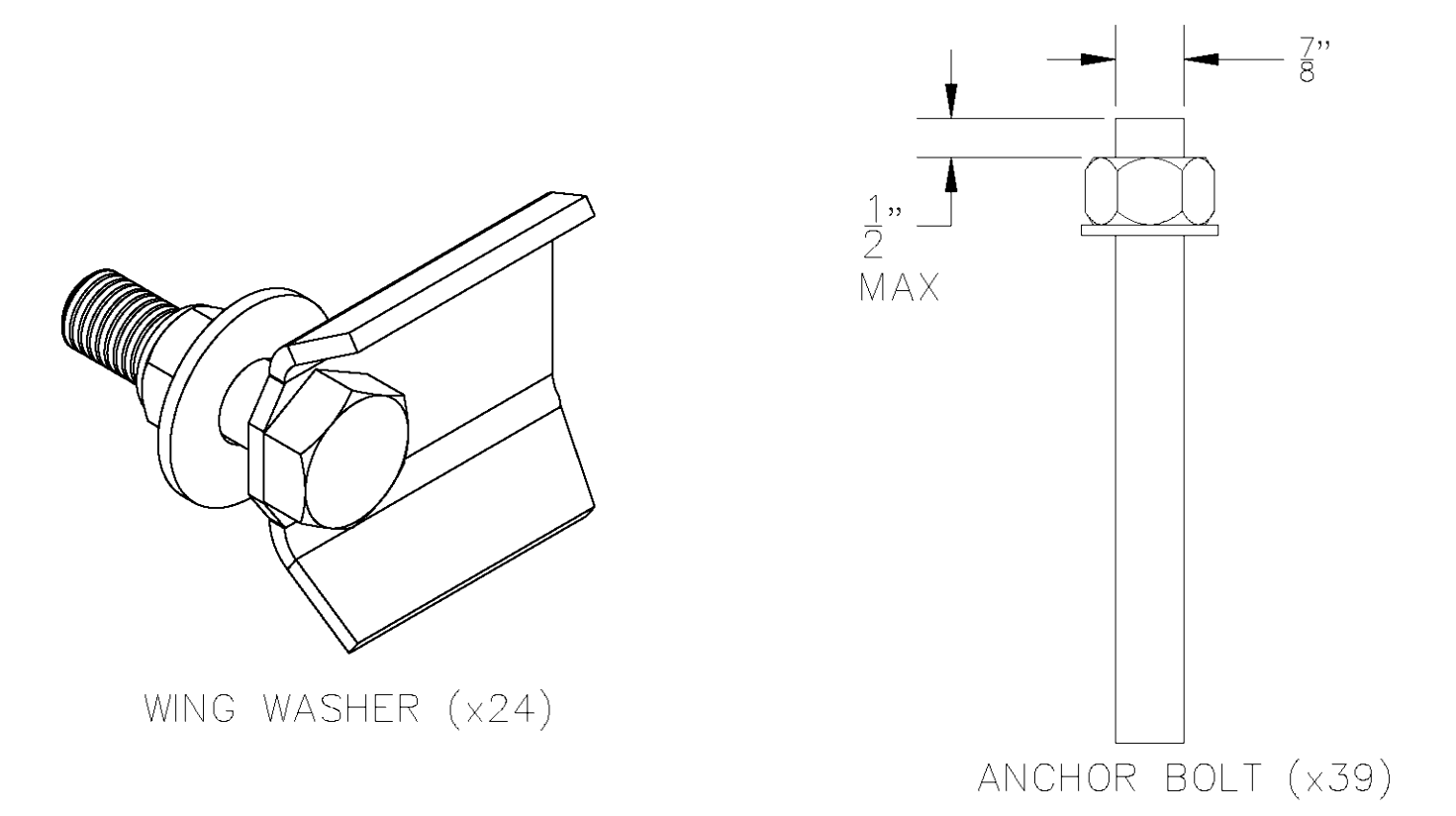
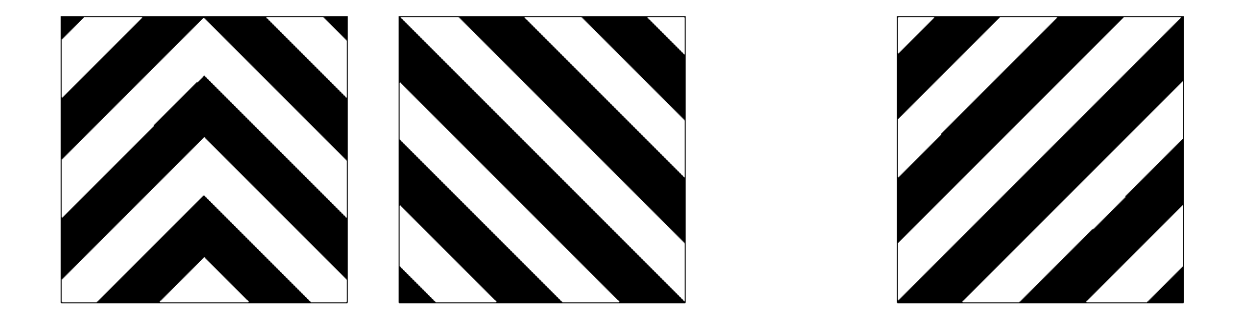
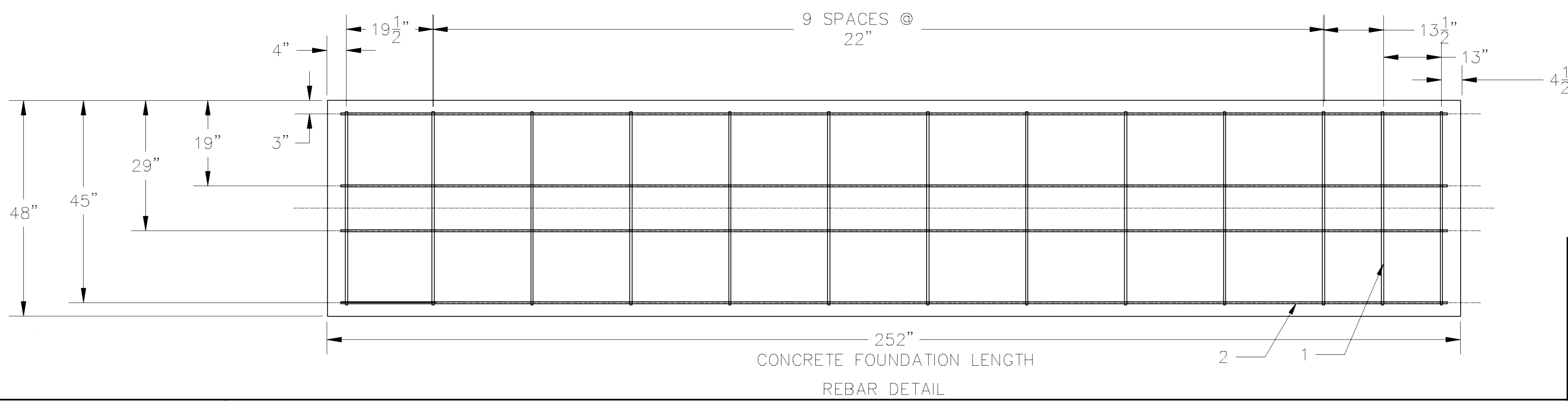
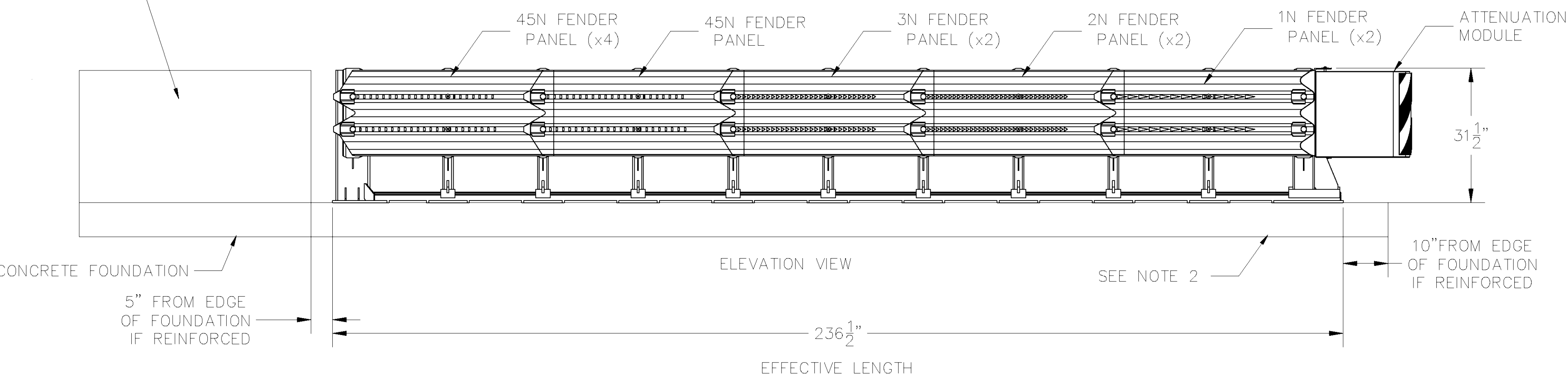
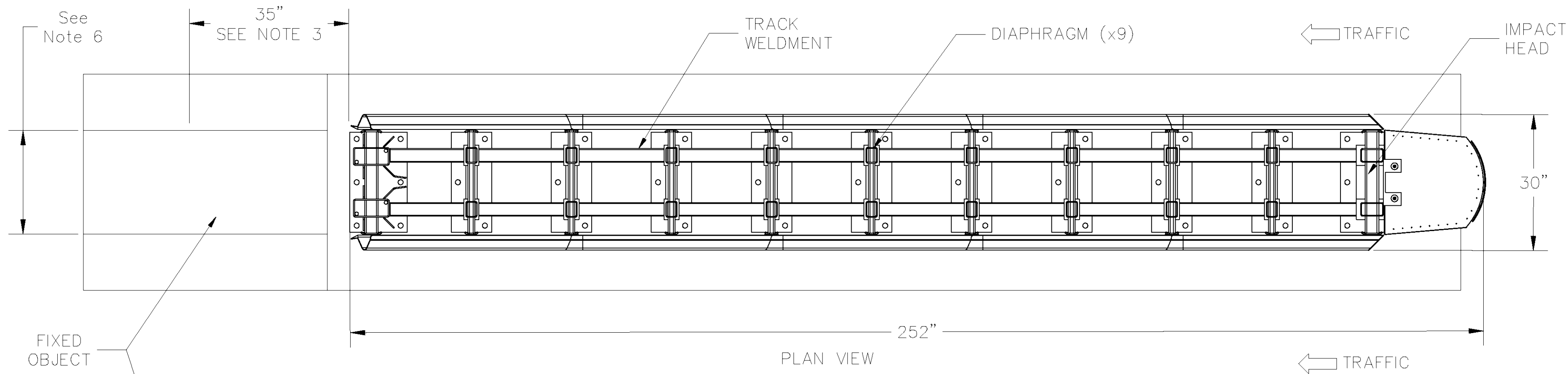
DATE THIS PLAN APPROVED
7-6-23

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REGISTERED PROFESSIONAL ENGINEER
CLIFFORD M. STOVER
No. M32459
Exp. 09-30-23
MECHANICAL
STATE OF CALIFORNIA

REGISTERED MECHANICAL ENGINEER

[Signature]
7/4/23



REBAR DETAIL			
ITEM NO.	LENGTH	DIAMETER	QTY.
1	3'-7"	1/2" OD MINIMUM	13
2	20'-6"	1/2" OD MINIMUM	4

Traffix Devices, Inc. 160 Avenida La Pata San Clemente, CA 92673	DELTA CRASH CUSHION NON-GATING REDIRECTIVE CRASH CUSHION		
	DRAWING No. _Revision: D	DELTA-CA-RA	SHEET 1 OF 3



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

BORDER LAST REVISED 8/1/2016

NAME OF FILE: DELTA-CA-RA

UNIT 3342

PROJECT NUMBER & PHASE

0000000001

APPROVED PLAN FOR CALTRANS USE

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5. IF OBJECT BEING SHIELDED IS TALLER THAN 32" IT IS RECOMMENDED TO TRIM THE BARRIER AT A 6H:1V RATE.
6. BLOCKOUTS TO BE SUPPLIED BY OTHERS.
7. BLOCKOUT SHOULD BE ALIGNED WITH THE EDGE OF THE TRANSITION BACKING MEMBER AND FIELD TRIMMED TO FIT BARRIER PRIFILE.
8. TRANSITION ANCHOR BOLTS SHOULD BE TORQUED TO CONFORM THE TRANSITION PANEL TO THE PROFILE OF THE BARRIER
9. SEE DELTA INSTALLATION MANUAL FOR DETAILED INSTALLATION INSTRUCTIONS AND PERFORMANCE CHARACTERISTICS. COPIES OF THE MANUAL ARE AVAILABLE AT WWW.TRAFFIXDEVICES.COM

TO ACCOMPANY CONTRACT PLANS DATED

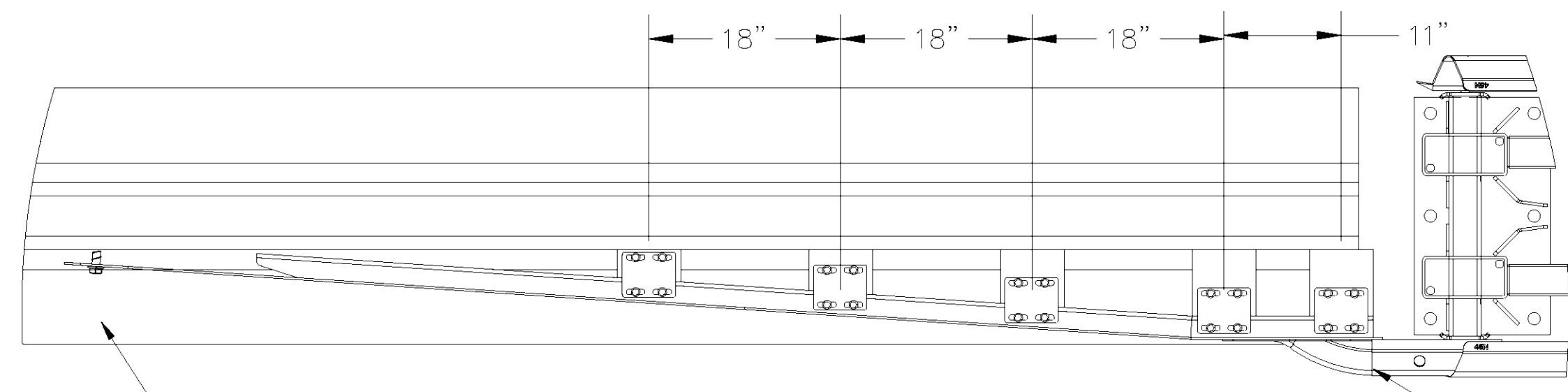
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NOTE: Left Hand Transition Panel Shown(P/N 75270-LH), Right Hand Opposite (P/N 75270-RH)

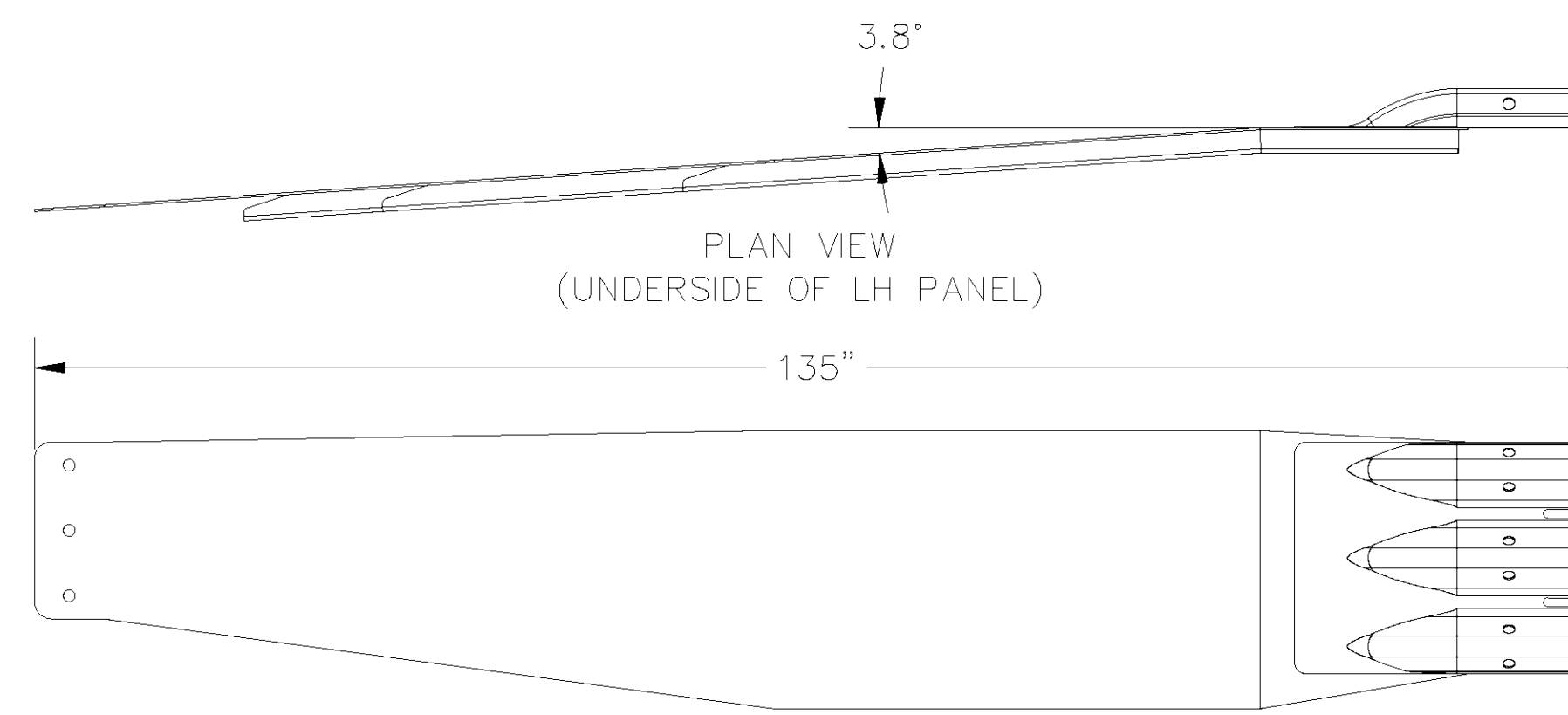


DETAIL A

SEE NOTE 8

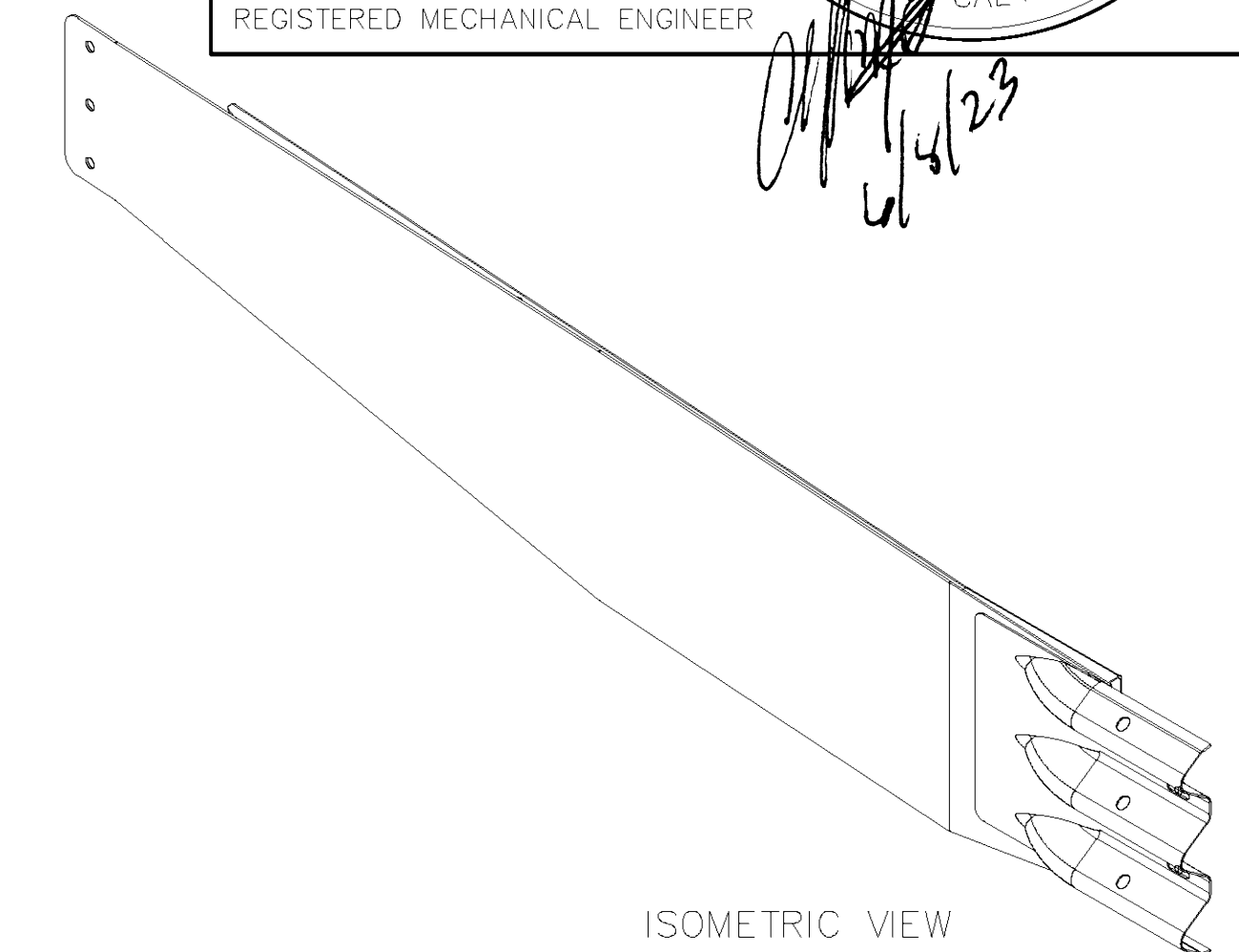
SEE NOTE 7

TRANSITION PANEL (LEFT HAND SHOWN, RIGHT HAND OPPOSITE)

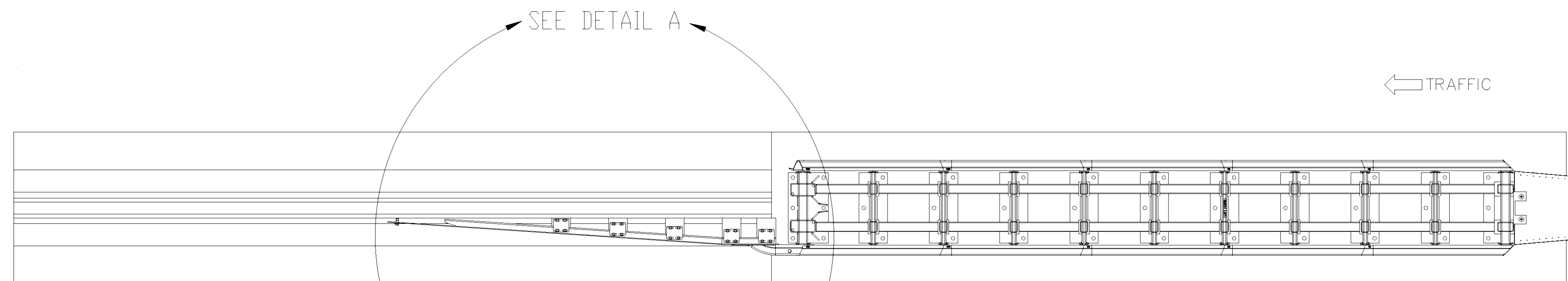


ELEVATION VIEW

PLAN VIEW (UNDERSIDE OF LH PANEL)



ISOMETRIC VIEW



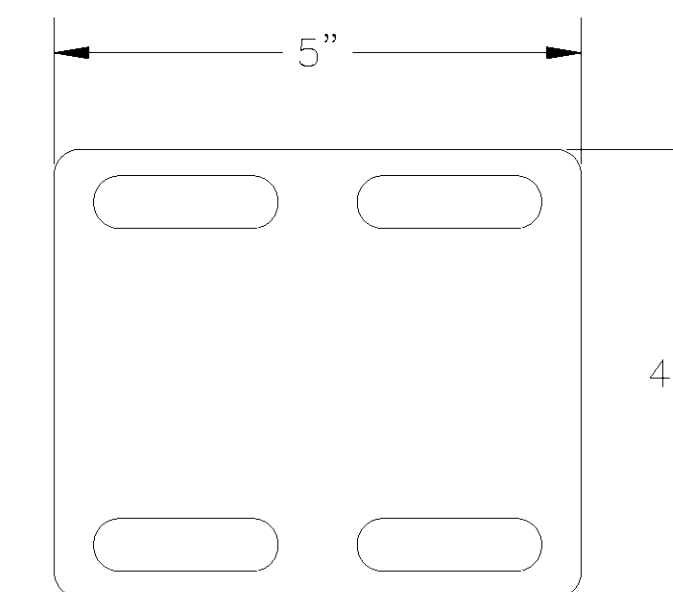
PLAN VIEW

← TRAFFIC

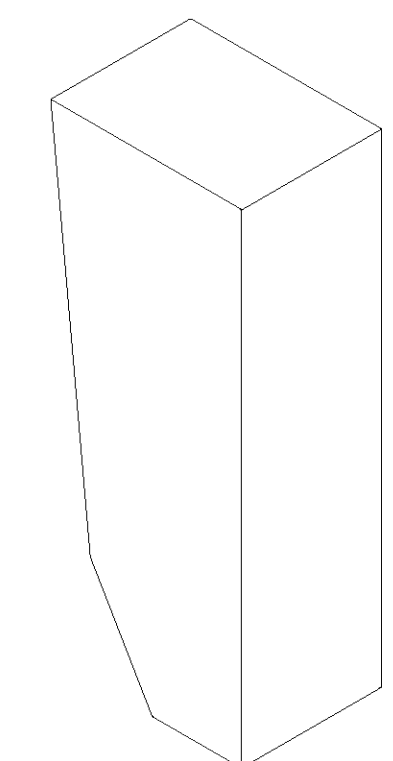
TRAFFIC →

SAFETY SHAPE OR VERTICAL FACE BARRIER

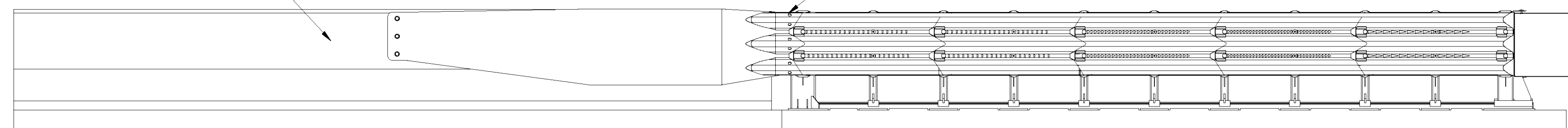
TRANSITION LAPPED UNDER 45N PANEL



BLOCKOUT BRACKET



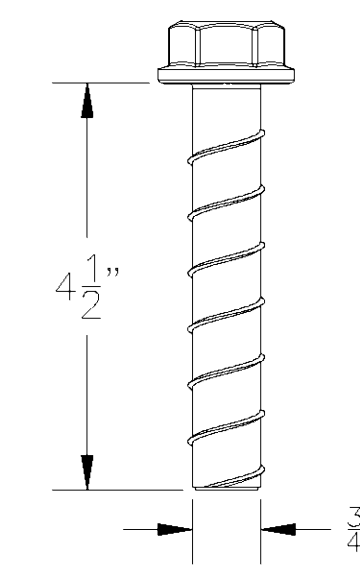
6" X 8" X 22" THRIE BEAM WOODEN BLOCKOUT FIELD TRIMMED TO FIT



ELEVATION VIEW

CONCRETE FOUNDATION

SEE NOTE 2



TRANSITION ANCHOR BOLT

TraFFix Devices, Inc.

160 Avenida La Pata
San Clemente, CA 92673

DELTA CRASH CUSHION
NON-GATING REDIRECTIVE CRASH CUSHION

DRAWING No._Revision: D

DELTA-CA-RA

SHEET 2 OF 3

NO SCALE

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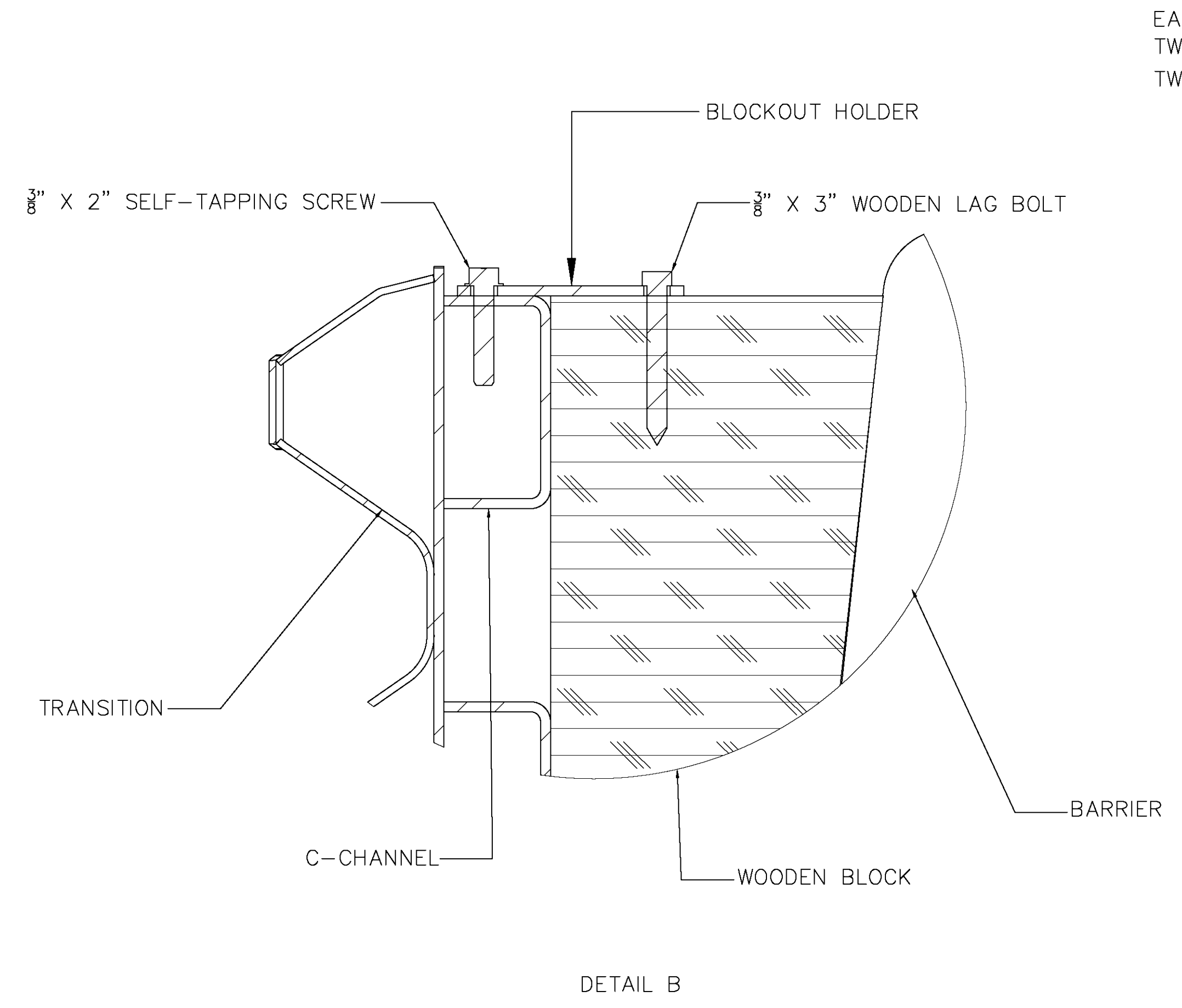
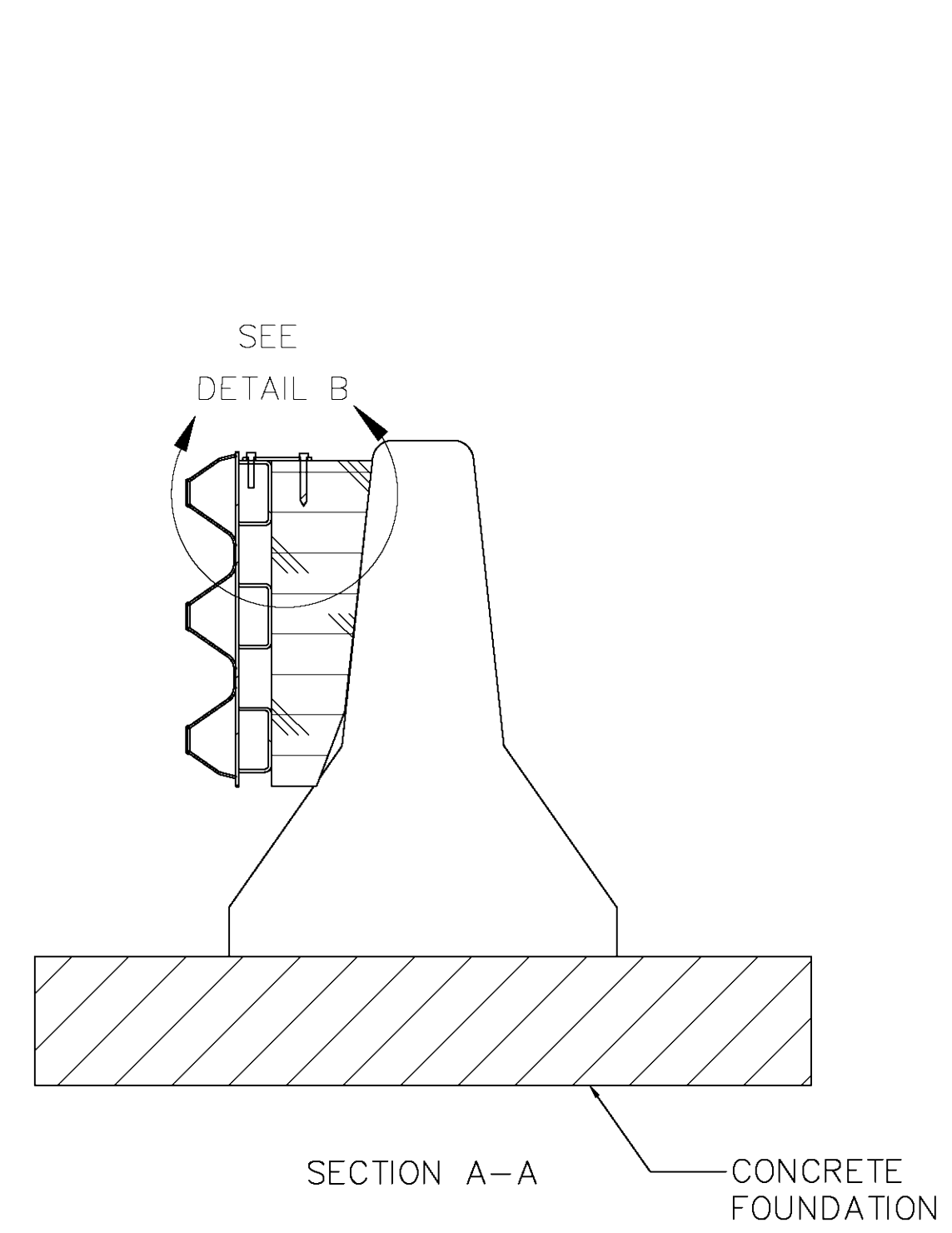
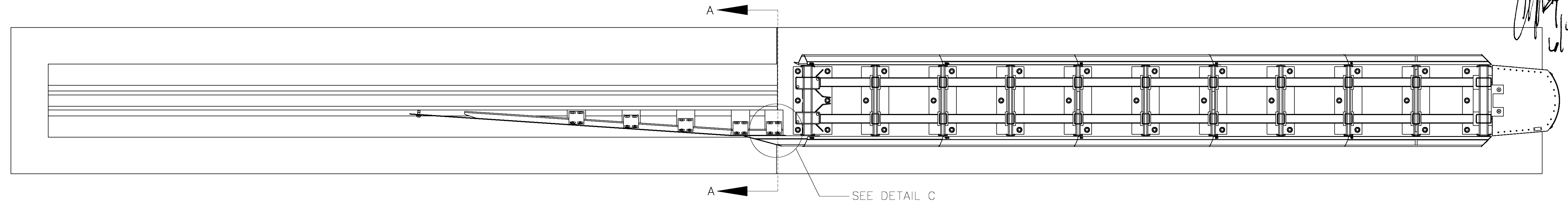
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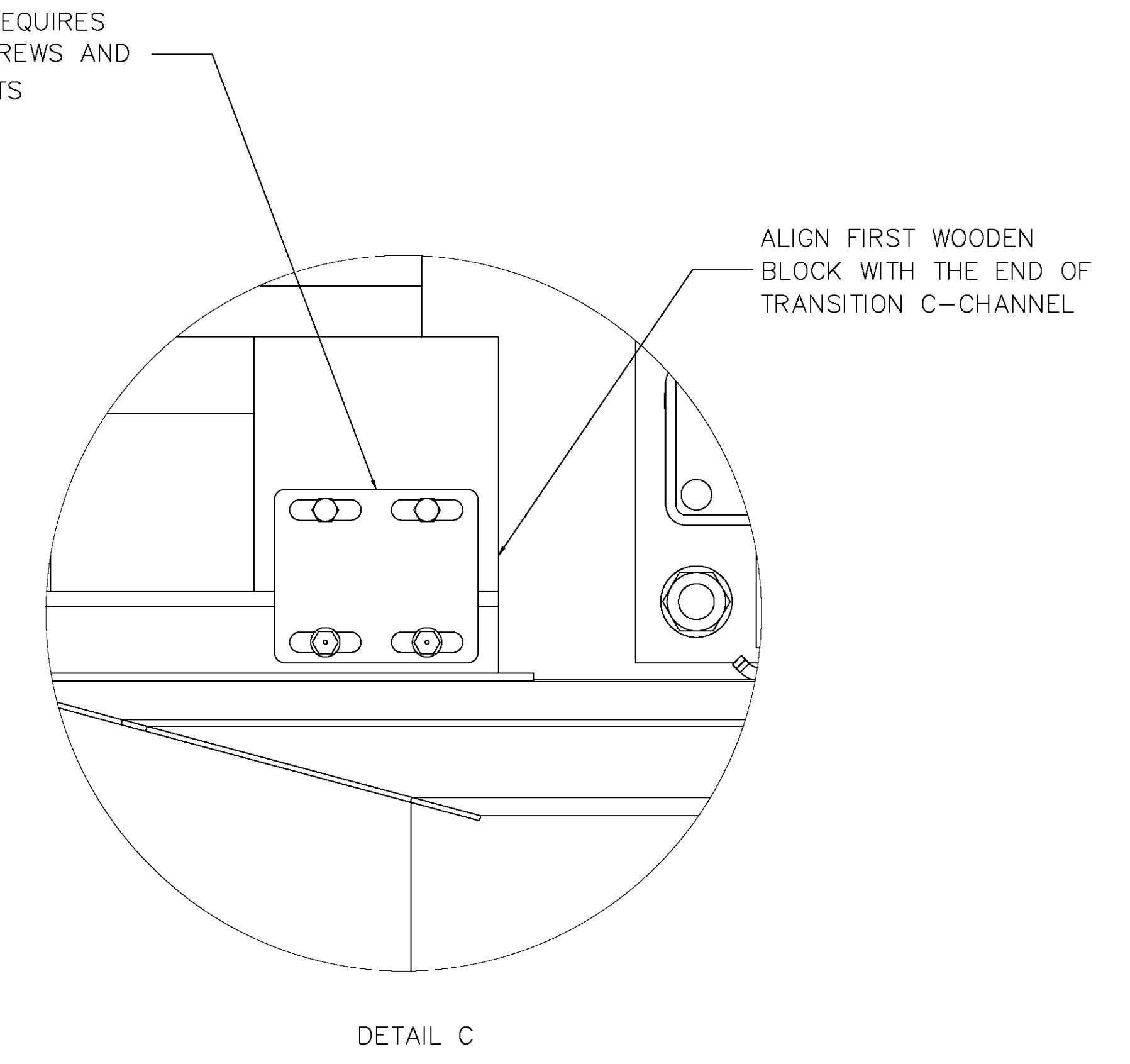
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CLIFFORD M. STOVER
No. M32459
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MECHANICAL
REGISTERED MECHANICAL ENGINEER



EACH BLOCKOUT HOLDER REQUIRES
TWO (2) SELF-TAPPING SCREWS AND
TWO (2) WOODEN LAG BOLTS



Caltrans

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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