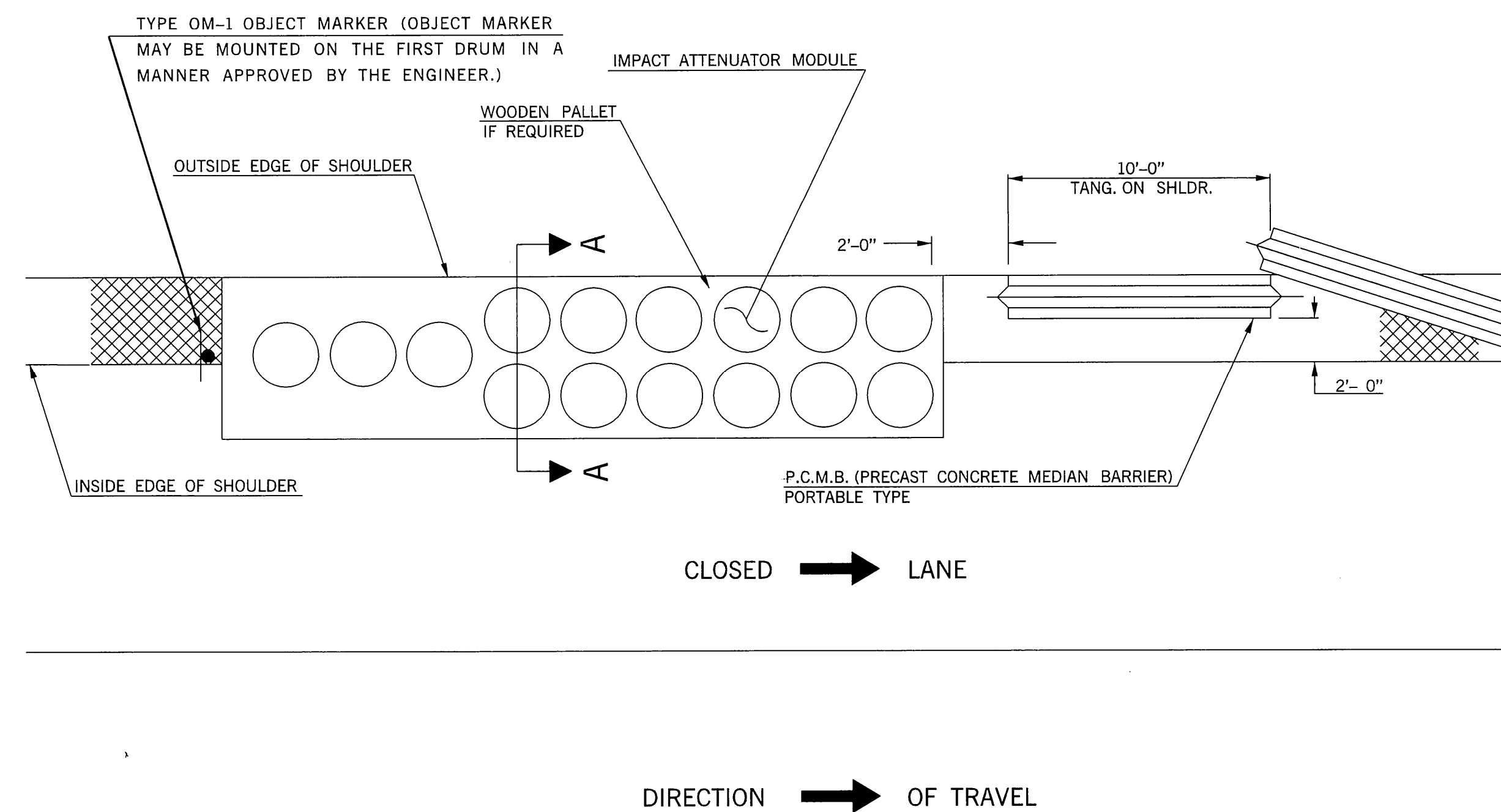
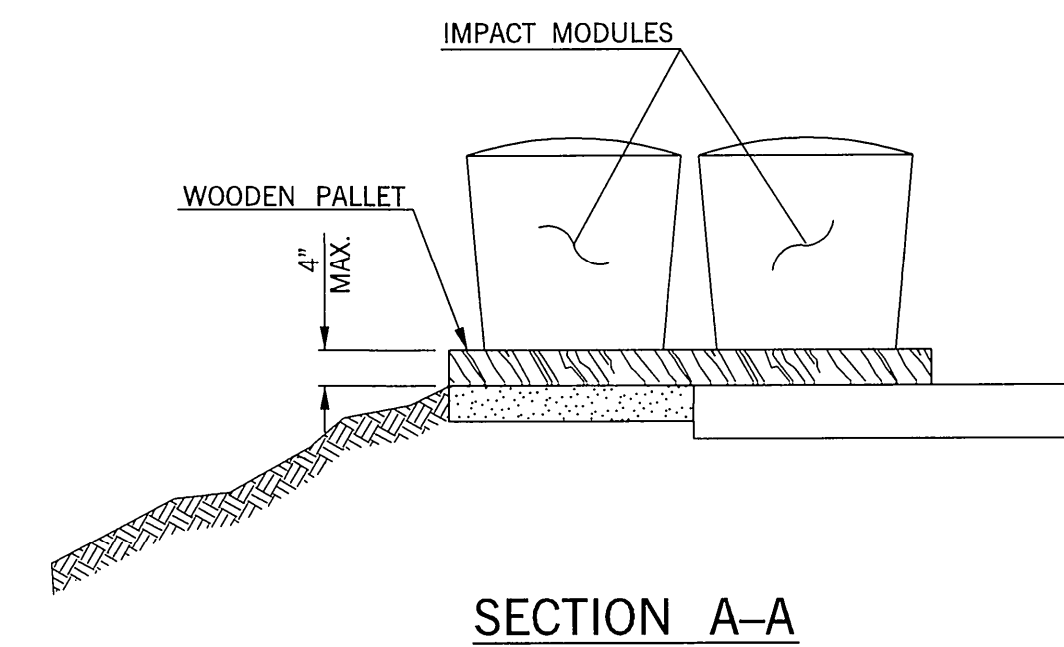


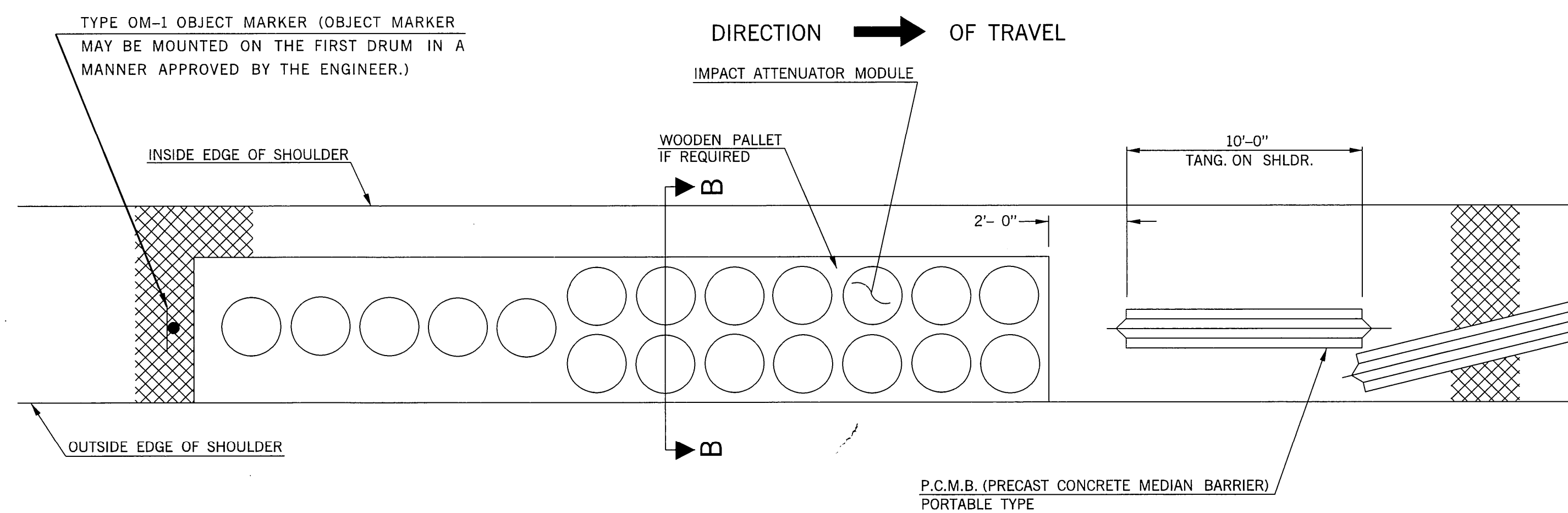
| DESCRIPTION | REVISIONS | DATE |
|-------------|-----------|------|
|             |           |      |



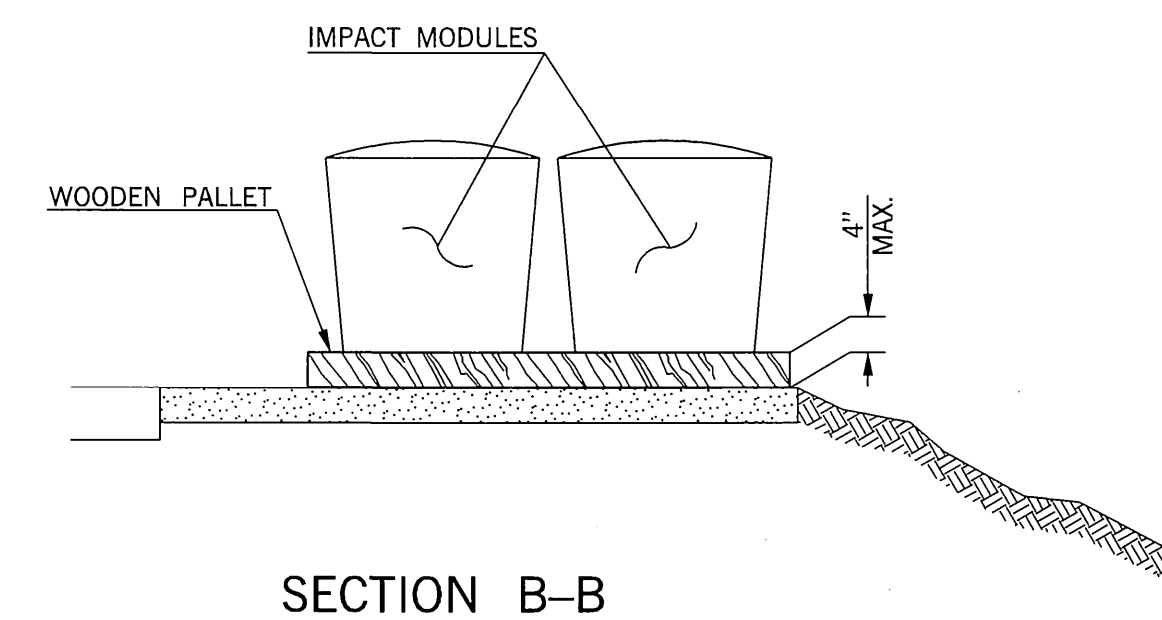
**ATTENUATOR PLACEMENT INSIDE SHOULDER**  
(THE 15 MODULE CONFIGURATION SHOWN)



- NOTES:  
THE CONTRACTOR, AT HIS OPTION, MAY INSTALL THE IMPACT ATTENUATOR ON WOODEN PALLETS TO PROVIDE PORTABILITY SINCE RELOCATION WILL BE NECESSARY.
- MODULE CONFIGURATION AND NUMBER OF MODULES ARE AS FOLLOWS:
- (1) FOR DESIGN SPEEDS 60 MPH AND LESS USE 15 MODULES.
  - (2) FOR DESIGN SPEEDS GREATER THAN 60 MPH USE 19 MODULES.



**ATTENUATOR PLACEMENT OUTSIDE SHOULDER**  
(THE 19 MODULE CONFIGURATION SHOWN)



- NOTES:  
THE CONTRACTOR, AT HIS OPTION, MAY INSTALL THE IMPACT ATTENUATOR ON WOODEN PALLETS TO PROVIDE PORTABILITY SINCE RELOCATION WILL BE NECESSARY.
- MODULE CONFIGURATION AND NUMBER OF MODULES ARE AS FOLLOWS:
- (1) FOR DESIGN SPEEDS 60 MPH AND LESS USE 15 MODULES.
  - (2) FOR DESIGN SPEEDS GREATER THAN 60 MPH USE 19 MODULES.

|  |                     |
|--|---------------------|
| APPROVED BY TRAFFIC ENGINEER <i>Handwritten Signature</i>  | DATE <i>10-1-99</i> |
| OKLAHOMA DEPT. OF TRANSPORTATION<br>TRAFFIC STANDARD (ENGLISH)<br>TRAFFIC CONTROL STANDARD<br>PLACEMENT OF SAND FILLED IMPACT<br>ATTENUATOR FOR CONSTRUCTION ZONES |                     |
| 1999 SPECIFICATIONS  | TCS13-1             |
|  | 00E                 |
|  | T-513E              |