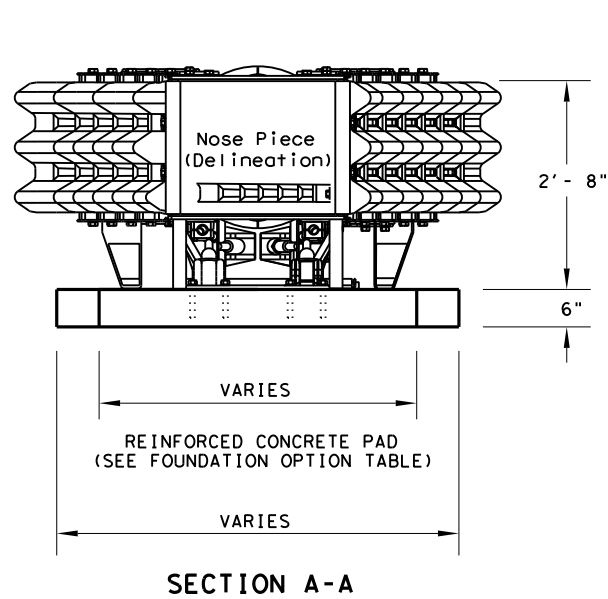
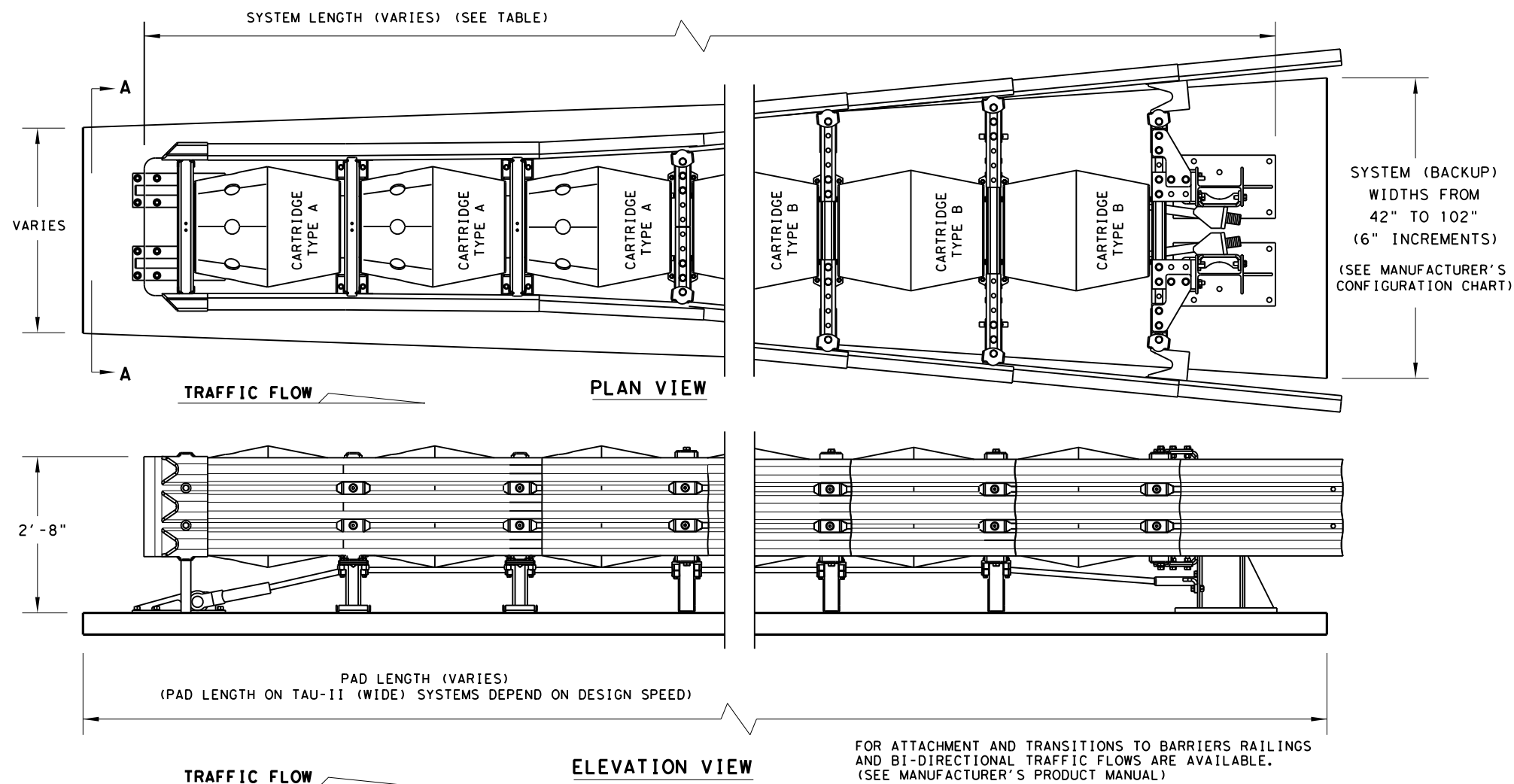


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FOUNDATION OPTIONS	
6" REINFORCED CONCRETE	
8" UNREINFORCED CONCRETE	
ASPHALT OVER CONCRETE WITH MINIMUM 6" EMBEDMENT IN CONCRETE	

FOR STEEL PLACEMENT IN CONCRETE FOUNDATIONS. SEE MANUFACTURER'S PRODUCT MANUAL.

TAU-II (WIDE) SYSTEM LENGTHS			
SYSTEM WIDTH	TL-2	TL-3	70 MPH
42"	14' - 4"	28' - 5"	31' - 3"
48"	14' - 4"	28' - 5"	31' - 3"
54"	14' - 4"	28' - 5"	31' - 3"
60"	11' - 5"	28' - 5"	31' - 3"
66"	11' - 5"	25' - 7"	28' - 5"
72"	11' - 5"	25' - 7"	25' - 7"
78"	11' - 5"	25' - 7"	25' - 7"
84"	11' - 5"	25' - 7"	25' - 7"
90"	11' - 5"	25' - 7"	25' - 7"
96"	11' - 5"	25' - 7"	25' - 7"
102"			25' - 7"

NOTE: SYSTEM LENGTHS ARE +/- 2"

BACKUP SUPPORT
WIDE FLANGE BACKUP (STAND ALONE)

TRANSITION OPTIONS
VERTICAL WALL
CONCRETE TRAFFIC BARRIER
W-BEAM GUARDRAIL
THREE BEAM GUARDRAIL

TRANSITION TYPES ARE SHOWN ELSEWHERE ON THE PLANS, (I.E. ATTENUATOR LOCATION DETAILS OR IN THE GENERAL NOTES).

FOR BI-DIRECTIONAL TRANSITION PANEL AND END SHOE DETAILS, SEE MANUFACTURER'S PRODUCT MANUAL.

**GENERAL NOTES**

- For specific information regarding installation and technical guidance of the system, contact: Lindsay Transportation Solutions - Barrier Systems, Inc. at (707) 374-6800, 180 River Road, Rio Vista, CA 94571
- Refer to installation manual and configuration chart for specific system assembly and element orientation.
- For unusual locations see the manufacturer's configuration chart. If the configuration chart does not offer a system suitable for the location a special design, or design details made be required, contact the manufacturer for further information.
- For bi-directional traffic, appropriate transition panels will be required.
- Additional details for the backup support options, transition options and foundation options will be shown on the manufacturer's shop drawings furnished to the Engineer.
- Concrete shall be class "S" with a minimum compressive strength of 4,000 p.s.i.
- Maximum permissible cross-slope is 8%.
- The installation area should be free from curbs, elevated objects, or depressions.
- The TAU-II system should be approximately parallel with the barrier or  $\frac{1}{2}$  of merging barriers.

BILL OF MATERIAL		
PRODUCT CODE	QTY	DESCRIPTION
B030704	1	FRONT SUPPORT
B030703	TBD	MIDDLE SUPPORT
TBD	TBD	XL BULKHEAD
TBD	TBD	XXL BULKHEAD
TBD	TBD	XXXL BULKHEAD
TBD	TBD	XXXXL BULKHEAD
TBD	1	BACKUP SUPPORT
TBD	1	FRONT CABLE ANCHOR
TBD	1	NOSE
B010202	TBD	SLIDING PANEL
B010659	1	END PANEL
K001003	TBD	SLIDER ASSEMBLY KIT
B010802	TBD	ENERGY ABSORBING CARTRIDGE, TYPE A
B010722	TBD	ENERGY ABSORBING CARTRIDGE, TYPE B
TBD	2	CABLE
K001031	TBD	LATERAL SUPPORT KIT
K001004	TBD	CABLE GUIDE KIT
K001005	2	FRONT SUPPORT LEG KIT
TBD	1	ANCHORING PACKAGE
K001013	1	NOSE ATTACHING HARDWARE

(TBD) = To Be Determined, depending on Backup Width, Backup Type and System Length. (See manufacturer's product manual)

		<i>Design Division Standard</i>	
<b>LTS-BARRIER SYSTEMS CRASH CUSHION (WIDE UNIT) TAU-II (W) - 16</b>			
FILE: tauiiw16.dgn	DN: TxDOT	CK: KM	DW: VP
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REVISIONS			
REVISED 06, 2013 (VP)			
REVISED 03, 2016 (VP)			
DIST	COUNTY	SHEET NO.	

**REUSABLE**