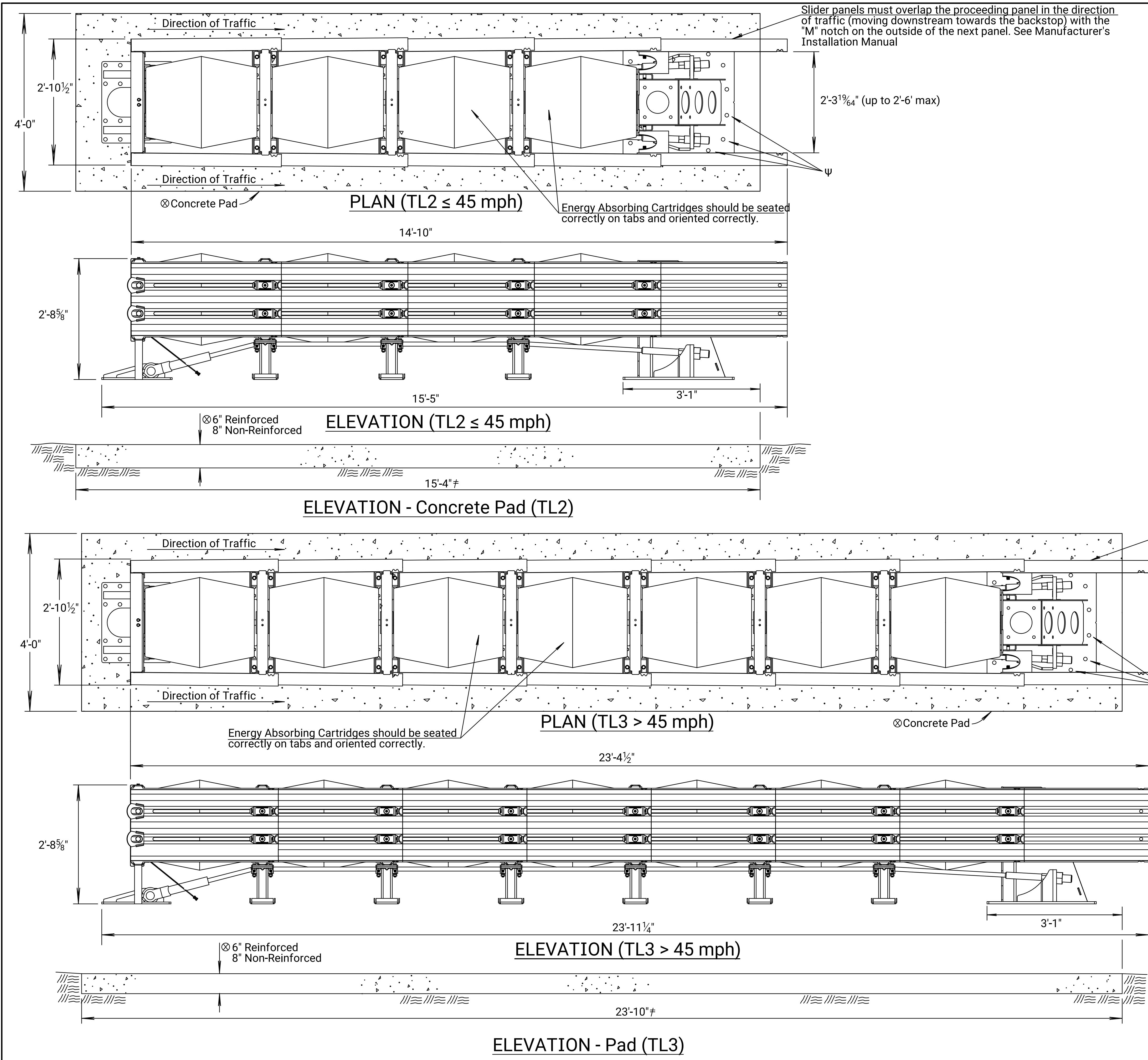


Plotted by : Amy.Rockers@ks.gov 18-MAY-2022 13:30
File : rd621.dgn



STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	0	0	0	0

GENERAL NOTES

Details shown on this sheet of TAU-M TL2 & TL3 are for Information Only and may not be an exact detail of TAU-M TL2 & TL3. See the Manufacturer's Installation Manual furnished to the Engineer for details of components and installation for the TAU-M TL2 & TL3.

⊗ Concrete shall have a minimum compressive strength of 4,000 p.s.i. For concrete pad thickness and details, see the manufacturer's Installation Manual.

If foundation pad extends from a concrete curb, wall, abutment, or other concrete hazzard, see Manufacturer's Installation Manual for adjustment of the foundation length.

≠ Maximum cross-slope is 8.0%. If cross-slope varies more than 2% over the length of the system, the concrete pad will require leveling.

The installation area should be free from elevated objects or depressions.

Anchorage holes must be drilled to depth as per the Manufacturer's Installation Manual and cleared of debris to achieve proper anchorage.

ψ The TAU-M TL2 & TL3 system should be approximately parallel with the barrier or Ɔ of merging barriers. In unidirectional traffic applications, the Tau-M is free standing. The unit can abut a barrier up to 30" wide. In bi-directional traffic the system requires a transition to a barrier system or guardrail. See Manufacturer's Installation Manual for acceptable transition configurations.

All work and material required for installation of this attenuator shall be paid under the bid item "Impact Attenuator (TL2 or TL3)".

02	04-15-22	Replaced Tau-II with Tau-M model attenuator	A.L.R.	S.W.K.
01	11-16-09	Revised Temporary Bid Item	S.W.K.	J.O.B.
NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
IMPACT ATTENUATOR TAU-M (TL2 & TL3)				
RD621				
FHWA APPROVAL		04-21-22	APPD.	Scott W. King
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.	
KDOT Graphics Certified 05-02-2022 Sh. No. 0				

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