

Product Evaluation

RE: Delta Crash Cushion TL-2 PLUS

PRODUCT INFORMATION

Product Name: Delta Crash Cushion TL-2 PLUS

Manufacturer: TraFFix Devices, Inc., San Clemente, California, USA

Website: <https://www.traffixdevices.com>

Supplier: TraFFix Devices, Inc., San Clemente, California, USA

VENDOR CLAIMS AND INFORMATION

CLAIMS

The Delta Crash Cushion TL-2 Plus protects narrow concrete median barrier, bridge barrier or other fixed obstacles. The system can be installed in both median and shoulder applications utilizing asphalt foundations. In unidirectional applications the Delta is a stand-alone system, and no transition is required.

DESCRIPTION

DELTA TL-2+ has been tested & passed at a speed of 50MPH/80KPH. All Delta TL-2+ Systems come complete with the Sentinel Impact Tracker which is a standard equipment on every DELTA Intelligent Crash Cushion. It provides immediate notification of an impact to the DELTA Intelligent Crash Cushion.

POTENTIAL USAGE

The Delta Crash Cushion TL-2 Plus is a Fully Redirective, Non-Gating, Impact Attenuator that can be used in both permanent and temporary applications.

STANDARDS

AASHTO/MASH 2016

ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS COMMENTS

EXPERIENCE

Transportation and Economic Corridors has no experience with this product.

APPLICABLE STANDARDS

Transportation and Economic Corridors standard specifications for guardrail are:

Specification 2.19, Guardrail and Guideposts

Specification 5.25, Supply of W-Beam Guardrail and Posts

RECOMMENDATIONS

The Delta Crash Cushion TL-2 Plus be listed as a Potential Product under Transportation and Economic Corridors Products List, Highway Safety Devices – Impact Attenuators – Proprietary, based on the information provided. Final acceptance as a proven product will be based on field performance.

RESTRICTIONS ON USE

Caveat:

- To be installed only in locations with posted speed 70 km/h or less.
- To be used in a unidirectional application only (e.g., at a median, gore, or at the roadside), where the Delta is placed in line with, but not connected to, the end of a concrete Single Slope Barrier or F-Shape Barrier.
- To be installed on an asphalt surface (minimum 6" over compacted GBC).

TRIAL PROJECTS

Rishi Adhikari
cc New Products Evaluation Group – Kristen Tappenden,
Hal Cook