

Product Evaluation

RE: Review of Universal TAU-M Parallel Re-directive, Non-Gating - Crash Cushion

PRODUCT

Universal TAU-M Parallel Re-directive, Non-Gating - Crash Cushion is manufactured by and distributed in Alberta by Lindsay Transportation Solutions located in Rio Vista, California.

VENDOR CLAIMS AND INFORMATION

CLAIMS

The Redirective, Non-Gating, TAU-M Crash Cushion is designed to meet MASH TL-3 and TL-2 testing requirements in a compact, partially reusable design. The system is available for concrete and asphalt applications and can shield hazards with widths up to 30" (880 mm). Ease of installation, fast on-sight repairs, and numerous transition options make the TAU-M system an ideal crash cushion to shield most roadside and median hazards. The TAU-M system is also available as an upgrade kit to retrofit existing NCHRP 350 TAU-II Systems into MASH TAU-M Systems. Website: <http://www.barriersystemsinc.com/>

DESCRIPTION

Universal TAU-M Parallel Re-directive, Non-Gating - Crash Cushion can be installed in a 6" (152 mm) reinforced concrete pad in as little as 4" (102 mm) of asphalt. Its nose and slider panels are designed to withstand multiple design impacts. Since TAU-M transitions are non-proprietary, all MASH approved three-beam barrier transitions will work with the system. It can be installed over bridge expansion joints.

POTENTIAL USAGE

Highway sides, median and bridge decks

STANDARDS

MASH TL-2 & TL-3

ALBERTA TRANSPORTATION COMMENTS

EXPERIENCE

Alberta Transportation has no experience with this product

APPLICABLE STANDARDS

The Alberta Transportation specifications for guardrail are:
Specification 2.19, Guardrail and Guideposts; Specification 5.25, Supply of Thrie Beam and W-Beam Guardrail and Posts; Specification 5.27, Supply of Cable Barrier and Metal Posts.

RECOMMENDATIONS

Universal TAU-M Parallel Re-directive, Non-Gating - Crash Cushion be listed as a Potential Product under Alberta Transportation 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: for systems mounted on concrete only.

TRIAL PROJECTS

Rishi Adhikari

cc Innovations Evaluation Committee – Roger Skirrow,
Hal Cook / Allen Rau / Junaid Iqbal /