GENERAL NOTES
1. The TAU-\( \text{II} \) System represents an proprietary design by Barrier Systems, Inc. and protected under the trade name TAU-\( \text{II} \). Any infringement on the rights of the designer shall be the sole responsibility of the user.
2. This system is produced by the Florida Department of Transportation and is not for use by the Department or its employees.
3. The TAU-\( \text{II} \) is a revolutionary non-getting crash cushion produced in two models, each model designed to absorb energy better. The TAU-\( \text{II} \) TL-3 (Type A) may be used for Florida highways for all speeds. The TAU-\( \text{II} \) TL-2 (Type B) may be used in Florida highways with speeds of 45 mph or less.
4. The TAU-\( \text{II} \) is supplied in a single width of 2\( \frac{1}{2} \) ft.
5. There are two types of existing crash cushions, the TAU-\( \text{II} \) and the TAU-\( \text{II} \) crash cushions. They are to be loaded according to the manufacturer's specifications and the configurations illustrated below.
6. Permanent and partial parapet wall, concrete foundation shall be constructed with 4000 psi minimum compressive strength concrete. Reinforcing steel shall be in accordance with the schedule on this index.
7. The TAU-\( \text{II} \) and the TAU-\( \text{II} \) crash cushions shall be in accordance with the specifications of the Florida Department of Transportation projects. Use of concrete百姓 shall be carried out in the panel for the TAU-\( \text{II} \) crash cushions. Improvements and specifications for the TAU-\( \text{II} \) crash cushions shall be in accordance with the guidelines of this index and shall meet the specifications of the Florida Department of Transportation projects. Improvements and specifications for the TAU-\( \text{II} \) crash cushions shall be in accordance with the guidelines of this index and shall meet the specifications of the Florida Department of Transportation projects.
8. The TAU-\( \text{II} \) and the TAU-\( \text{II} \) crash cushions shall be constructed parallel to the approach road and on either side of the road or other barrier systems.
9. All materials used in the crash cushions and the TAU-\( \text{II} \) crash cushions shall be in accordance with Florida Highway Safety Improvements Project (FHSIP) guidelines.
10. A yellow Type 1 Object Marker shall be provided in front of the crash cushions and the TAU-\( \text{II} \) crash cushions.

UNIT ELEVATION

TAU-\( \text{II} \) CONFIGURATIONS

GENERAL SYSTEM FEATURES
UNIT PLAN

UNIT ELEVATION
COMPACT BACKUP

UNIT PLAN

UNIT ELEVATION
WALL BACKUP

TRANSITION TO PERMANENT CONCRETE BARRIER WALL
TRANSITION TO SAFETY SHAPE PERMANENT CONCRETE BARRIER WALL
UNIT PLAN

UNIT ELEVATION

COMPACT BACKUP, CONCRETE END SHOE TO BULBED END BARRIER

TRANSITION TO PERMANENT CONCRETE BARRIER WALL
PORTABLE REINFORCED CONCRETE PAD

UNIT PLAN

PICKUP POINT LOCATIONS

<table>
<thead>
<tr>
<th>No. Of Sets</th>
<th>Flat Length, L</th>
<th>Pickup Points, x</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>60'-3½&quot;</td>
<td>40' x 2&quot;</td>
</tr>
<tr>
<td>8</td>
<td>60'-0&quot;</td>
<td>60' x 2&quot;</td>
</tr>
</tbody>
</table>

Notes: All reinforcement is bare.

VIEW AA

VIEW BB

* ⅛" Proof Coil Chain must meet the requirements of ASTM A493 Grade 2B. The Minimum Length is 15 CM and the Hook will be inserted through both ends like as shown.