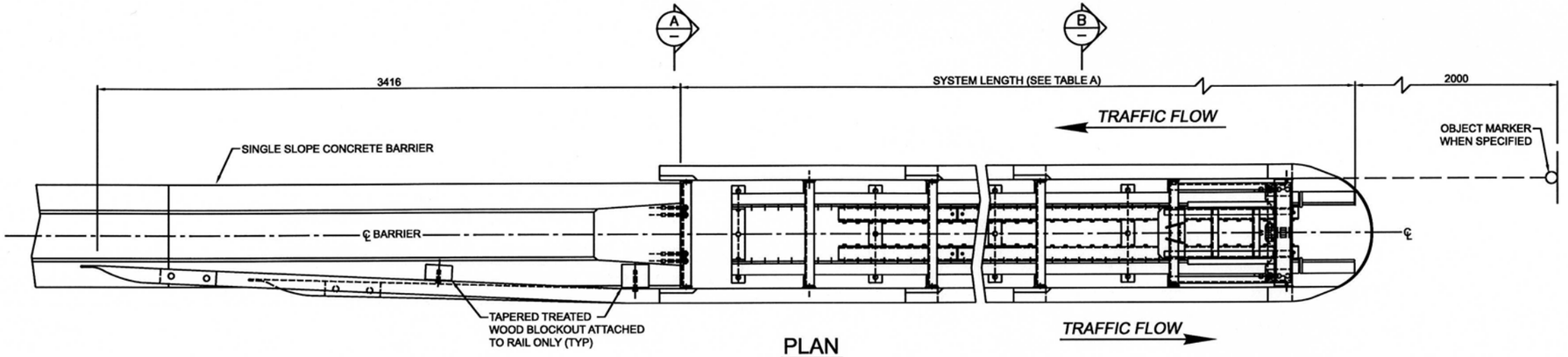
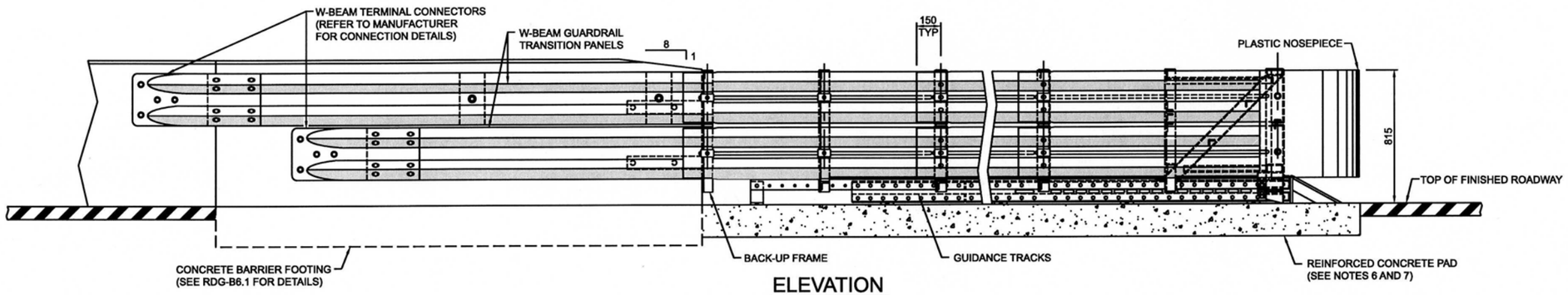
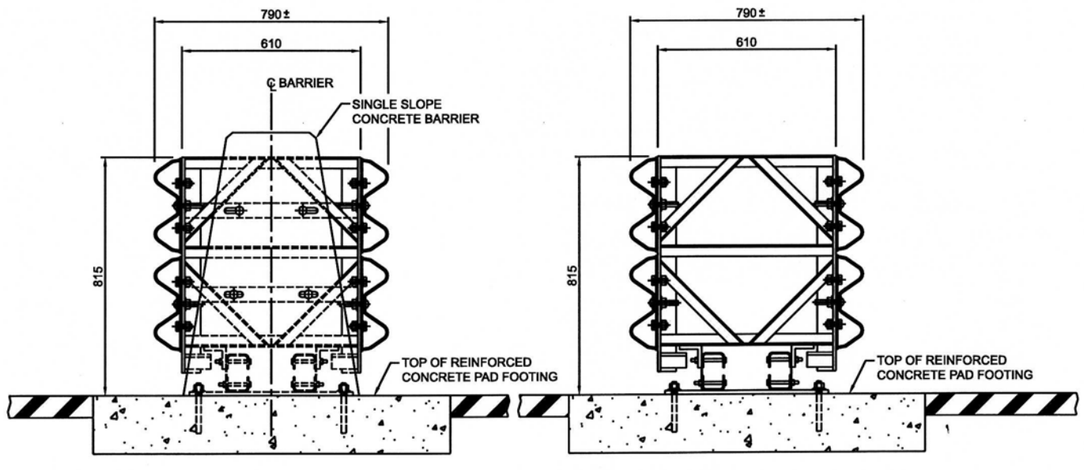


PLAN



ELEVATION



SECTION A

SECTION B

NOTES:

1. THE TRINITY ATTENUATING CRASH CUSHION (TRACC) SYSTEM DEPICTED ON THIS DRAWING IS PROPRIETARY TO TRINITY INDUSTRIES, INC.
2. THE TRACC SYSTEM SHALL NOT BE PLACED DIRECTLY BEHIND A RAISED CURB.
3. THE APPROACH AREA IN FRONT OF THE INSTALLED UNIT SHALL BE GRADED TO A SLOPE NOT EXCEEDING 10:1 IN THE DIRECTION OF TRAFFIC FLOW. THE CROSS SLOPE SHALL NOT EXCEED 12:1.
4. THE ENTIRE LENGTH OF THE TRACC SYSTEM CAN BE USED IN LENGTH OF NEED CALCULATIONS AS IT IS FULLY REDIRECTING.
5. SIGNS AND OTHER APPURTENANCES SHALL NOT BE INSTALLED WITHIN 1500 OF THE END OF THE ADJOINING CONCRETE MEDIAN BARRIER. THIS IS TO ALLOW THE SIDE PANELS OF THE TRACC TO RETRACT DURING AN END-ON IMPACT.
6. THE TRACC SYSTEM SHALL BE ANCHORED TO A CONCRETE PAD FOUNDATION AS PER THE INSTALLATION INSTRUCTIONS PROVIDED BY THE MANUFACTURER. SEE DRAWING RDG-B6.11 FOR DETAILS.
7. FOR TEMPORARY APPLICATIONS, THE TRACC SYSTEM MAY BE ANCHORED INTO 150 OF ASPHALT UNDERLAIN WITH AT LEAST 150 OF COMPACTED SUBBASE USING 16 DIA X 460 LONG ANCHOR STUDS AS PER THE MANUFACTURER'S INSTRUCTIONS.

TABLE A		
POSTED SPEED km/h	< 70	≥ 70
NCHRP REPORT 350 TEST LEVEL	TL-2	TL-3
SYSTEM LENGTH	4750	6857

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED.

No.	REVISIONS	BY	DATE
2			
1			

Approved:

Executive Director,
Technical Standards Branch

Date: NOVEMBER, 2007

Alberta
INFRASTRUCTURE AND TRANSPORTATION

TL-2 AND TL-3 CONCRETE MEDIAN BARRIER TERMINATION TRACC CRASH CUSHION SYSTEM (BIDIRECTIONAL)

Prepared By: MO	Checked By: WS	Scale: N.T.S.	Dwg No.: RDG-B6.8