

# Median Terminals

NAME	MANUFACTURER	PERFORMANCE CHARACTERISTICS		TEST LEVEL		31-inch Height (option)	DISTINGUISHING CHARACTERISTICS	HOW IT WORKS	LOCATIONS CAN BE USED
		Energy Absorbing	Non-Energy Absorbing	NCHRP 350	MASH				
Brakemaster 350 <a href="http://www.energyabsorption.com/products/products_brakemaster350_crash.asp">http://www.energyabsorption.com/products/products_brakemaster350_crash.asp</a>	 Energy Absorption Systems, Inc.	X		TL-3			Steel posts are not embedded. Break Tension System at post #1. Short W-Beam rail sections that translate over each other.	During head-on impacts, the system telescopes rearward, using friction technology to decelerate the vehicle.	Low frequency impact areas. In the median with 1-way or 2-way traffic.
Crash Cushion Attenuating Terminal (CAT-350) <a href="http://www.highwayguardrail.com/products/cat350.html">http://www.highwayguardrail.com/products/cat350.html</a>	 Trinity Highway Products, LLC	X		TL-3			Breakaway wood posts and a cable anchorage system. The beam elements are slotted W-beam rail sections. Nose is 10 gauge And first set of rails are 12 gauge and second set of rails are heavier 10 gauge.	During head-on impacts, the system telescopes rearward, shearing out tabs between the slots to decelerate the vehicle.	Low frequency impact areas. Attached directly to a W-Beam median barrier, or to a Thrie-Beam median barrier using the standard W-Beam to Thrie-Beam transition section.
TREND 350 Median <a href="http://www.highwayguardrail.com/products/median.html">http://www.highwayguardrail.com/products/median.html</a>	 Trinity Highway Products, LLC	X		TL-3		X	Square Impact Face. All steel driven posts. Breakaway steel posts at #1 and #2, standard steel guardrail posts #3 and beyond. Steel Strut between posts #1 and #2.	During head on impacts the system telescopes rearward, using between the system rails and the deformation of the rails to decelerate the vehicle.	Low Frequency impact areas. Attached directly to a W-Beam Median Barrier, or to a Thrie-Beam median barrier using the standard W-Beam to Thrie-Beam transition section.
FLEAT Median Terminal (FLEAT-MT) <a href="http://www.roadsystems.com/fleat-mt.html">http://www.roadsystems.com/fleat-mt.html</a>	 Road Systems, Inc.	X		TL-3		X	Two impact heads, two modified W-beam rails, standard W-beam rails, two breakaway cable anchor assemblies and weakened steel or wood posts. Uses many of the same components as the roadside FLEAT terminal.	During head-on impacts, the impact head translates down the rail kinking the rail to decelerate the vehicle.	Low frequency impact areas. Attached directly to a W-Beam median barrier, or to a Thrie-Beam median barrier using the standard W-Beam to Thrie-Beam transition section.

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X-Tension Median Attenuator System (X-MAS) <a href="http://www.barriersystemsinc.com/xmas-impact-attenuator">http://www.barriersystemsinc.com/xmas-impact-attenuator</a>	 Barrier Systems, Inc.	X		TL-3		X	Impact head with locking bar to lock cables into place. Two cables attached to soil anchor extend the entire length of the terminal. Only available with steel posts.	During head on impacts, X-Tension is energy absorbing with resistance at the impact head. As the head is pushed down the two cables, the cables are pulled through the cable friction plate in a twisting path which dissipates the energy.	Low frequency impact areas. Attached directly to a W-Beam median barrier, or to a Thrie-Beam median barrier using the standard W-Beam to Thrie-Beam transition section.
Wyoming Box-Beam End Terminal (WY-BET) <a href="http://www.highwayguardrail.com/products/et-wybet.html">http://www.highwayguardrail.com/products/et-wybet.html</a>	 Trinity Highway Products, LLC	X		TL-3		N/A	Square Impact Face. Nose plate welded and insert into box beam and held in place by a wood post There is a strut between the first post and a second tube that has no post.	Energy absorbing material inside the tubing crushes as the rails telescope. Uses an oversized outer tube that telescopes over the downstream tube.	End of 6" x 8" box beam.
Bursting Energy Absorbing Terminal-Median Terminal (BEAT-MT) <a href="http://roadsystems.com/beat-beat-mt.html">http://roadsystems.com/beat-beat-mt.html</a>	 Road Systems, Inc.	X		TL-3		N/A	Square Impact Face. Attached directly to box beam rail end section. Breakaway steel post and a cable anchor system. End tube is 1/8". Remaining tubes are 3/16".	Mandrel section of the impact head bursts the tubing to absorb the impact energy.	End of 6" x 8" box beam.