



IMPACT ATTENUATORS FIELD SECTION 612 TABLE 1 QUALIFIED BRAND NAMES AND MANUFACTURERS OF IMPACT ATTENUATORS

<u>Unit</u>	<u>Manufacturer</u>
Big Sandy	TrafFix 220 Calle Pinteroesco San Clemente, CA 92672
Energite System	Energy Absorption Systems, Inc. 35 East Wacker Drive Chicago, IL 60601
Fitch Universal Module	Roadway Safety Service, Inc. 80 Remington Blvd. Ronkonkoma, NY 11779
CrashGard Sand Barrel System	Plastic Safety Systems, Inc 1407 NE Tara Circle Blue Springs, MO 64104

This qualified list does not represent all products that may be used for those applications listed in Specification Sec 612. Other products may be accepted based on certification provided to the inspector at the jobsite. However, those companies that submit to Central Office – Materials for [New Product Evaluation](#) and provide certification that their product meets the requirements of Specification Sec 612 will be placed on the qualified list and may be accepted based on brand name.



**IMPACT ATTENUATORS
 FIELD SECTION 612 TABLE 1
 QUALIFIED BRAND NAMES AND
 MANUFACTURERS OF IMPACT ATTENUATORS (cont.)**

Unit	NCHRP 350 Test Level	Crash Cushion/ End Terminal			Use d as L-O- N (A)	Unit Width	Unit Len- gth (B)	Engineer's Estimate for Installment	% Reusable or Average repair Cost	Max Cross- Slope	Clear Zone Reqd. (C)	Hazard Location			*Addtl Modifica- tions	Addtl Length of Guard Rail	*No t es
		R	G	NR								M	G	R			
Big Sandy	TL-3			X	N/A	2.0 m (6' - 0")	Var.	\$250/Barrel	0%	5%	None	X	X	X			1,2,3 ,4
Energite Systems	TL-3			X	N/A	2.0 m (6' - 0")	Var.	\$250/Barrel	0%	5%	None	X	X	X			1,2,3 ,4
Fitch Universal Module	TL-3			X	N/A	2.0 m (6' - 0")	Var.	\$250/Barrel	0%	5%	None	X	X	X			1,2,3 ,4
CrashGard	TL-3			X	N/A	2.0 m (6'-6")	Var.		0%	5%	None	X	X	X			1,2,3 ,4

***Notes/Definitions**

1. Reverse impact treated
2. Two-way traffic
3. Deck/Structure required
4. Requires flat pad, preferably paved.

- A. Use designated length of system as part of required length of need to protect a hazard
- B. System length does not include transition section required to connect system to guardrail, median barrier or retaining wall.
- C. Based on 62.5 mph

Crash Cushion/End Terminal

R = Redirectional
 G = Gating
 NR = Non-Redirectional

Hazard Location

M = Median
 G = Gore
 R = Roadside

