



 $\begin{array}{c} {\rm Road} \\ {\rm Systems} \\ {\rm Inc.} \end{array}$

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INTENDED USE

The FLEAT (FLared Energy Absorbing Terminal) family of products represents straight flared (not parabolic) roadside energy-absorbing terminals that are supported by breakaway posts and used to protect the ends of W-Beam barriers. The offset is variable and can be optimized to fit site conditions. During end-on impacts, the vehicle pushes the FLEAT impact head down the rail section while sequentially kinking the rail element. The kinked rail exits the impact head on the front side but because of the impact head design and the direction that the rail is being kinked; the rail is directed away from traffic.

The FLEAT is a cable-anchored system. When impacted on the traffic side within the length of need and within design limits, the FLEAT contains and redirects the errant vehicle back toward its original travel path. A cable anchor bracket is attached to the backside of the first rail section with special high strength shoulder bolts. The cable anchor bracket locks into place for traffic face redirection impacts but releases for end-on impacts.

There are options for the breakaway posts. The FLEAT is approved by the FHWA with either wood or steel breakaway posts.

APPROVALS

FHWA letter (CC-46) April 2, 1998 - FLEAT NCHRP 350 Test Level 3
FHWA letter (CC-46A) August 27, 1998 - FLEAT variable offset 2'-6" to 4'-0"
FHWA letter (CC-46B) May 21, 1999 - FLEAT NCHRP 350 Test Level 2
FHWA letter (CC-61) August 27, 1999 - FLEAT steel post option
FHWA letter (CC-46C) June 1, 2001 - FLEAT with all 6'-3" post spacing
FHWA letter (CC-61B) April 5, 2004 - FLEAT steel post option
FHWA letter (CC-61C) August 20, 2004 - FLEAT steel post option

CONTACT INFORMATION

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FLared Energy Absorbing Terminal (FLEAT)

SEW14a&b

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