



**NOTES:**

1. VARIOUS DELINEATION OPTIONS ARE AVAILABLE.
2. MATT™ TO BE INSTALLED TANGENT, WITH NO RADII OR CURVING OF SYSTEM GUARDRAIL WITHIN SYSTEM.
3. SYSTEM REQUIRES SPECIFIC ASTM A325 BOLT/NUT COMBINATIONS TO BE TORQUED TO 65 lb-ft [88 Nm], ALL OTHER FASTENERS TO BE TIGHTENED SNUG.
4. REFER TO MATT™ ASSEMBLY MANUAL (628155) AND DWG SS-6288 FOR FULL DETAILS OF ASSEMBLY AND INSTALLATION.
5. PROPER SITE GRADING IS REQUIRED.

**MATT™ (Median Attenuating TREND® Terminal)**



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### INTENDED USE

The MATT™ ("Median Attenuating TREND® Terminal") is a tangent, double-sided, redirective/gating, energy-absorbing terminal for use with various longitudinal highway barriers, in either unidirectional or bidirectional applications, to include roadside, shoulder, median, and gore applications. It is also suitable for use as an approach or departure terminal.

### FEATURES

The MATT™ has a system length of 34' 4-1/2" [10.48 m], which is measured from the center of Post 1 to the splice location directly behind Post 6. The impact head extends forward of the center of Post 1 by 2' [610 mm], for an effective length of 36' 4-1/2" [11.09 m].

The MATT™ consists of an impact head, angle strut, tension cable, one (1) Controlled Release Post ("CRP"), four (4) Steel Yielding Terminal Posts ("SYTP") and one (1) standard line post. All system posts utilize below-grade soil plates for increased soil bearing resistance.

The system includes six (6) sets (Left/Right) of proprietary W-beam 10/12 ga guardrail, of which three (3) sets feature an integrated shaper fin and three (3) sets do not. Posts 1-5 use 8" [203 mm] deep steel spacers (double at Post 1-2, single at Posts 3-5) while Post 6 utilizes 8" [203 mm] deep guardrail composite blackouts. System installation height, as tested, was 31" [787 mm] with a tolerance of +1" [25 mm], -0".

During redirective impacts within MASH 2016 Test Level 3 ("TL-3") criteria, the MATT™ is designed to redirect vehicles, starting at the beginning length of need ("BLON") at Post 3 - which is located 12' 6" [3.81 m] from Post 1. During end-on impacts within MASH 2016 TL-3 criteria, the MATT™ is designed to absorb a vehicle's impacting energy by the tearing of metal tabs between each slot combined with the friction developed between each sliding rail at each post connection and also by the deformation of steel components as each W-beam guardrail slides rearward over each subsequent W-beam guardrail with integrated shaper fins. MATT™ can be connected directly to 8" [203 mm] blocked Midwest Guardrail System ("MGS").

### SPECIFICATIONS

System Length:	34'-4 1/2" [10.48 m]
System Width:	29" [737 mm]
System Height:	31", +1"/-0" [787 mm, +25 mm/-0 mm]
System Weight:	~1,525 lbs [692 kg]

### ELIGIBILITY

The MATT™ has been tested in conformance to MASH 2nd Edition (2016) with 2020 Errata Test Level 3 specifications and is eligible for Federal reimbursement by FHWA. FHWA Eligibility Letter(s) to Trinity Highway Products LLC: [CC-175] dated [1/30/2023] for MASH 2nd Edition (2016) Test Level 3.

### REFERENCES

American Association of State Highway and Transportation Officials (AASHTO), Manual for Assessing Safety Hardware (MASH) 2nd Edition (2016) with 2020 Errata.

### CONTACT INFORMATION

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## MATT™ (Median Attenuating TREND® Terminal)

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