

INTENDED USE

Modified thrie-beam median barriers should be used in locations where a maximum dynamic deflection of 20 inches [500 mm] is acceptable. Thrie-beam barriers can be more effective than W-beam barriers in collisions with larger vehicles. This barrier system must be properly anchored and terminated. Any common W-beam terminal can be used in conjunction with an STG01 W-beam-to-thrie-beam transition to provide a crashworthy terminal and anchorage.

SGM-09c is a Test Level 4 barrier.

COMPONENTS

Designator	Component	Number
FBB01	Splice bolt and nut	16
FBB02	Rail-blockout bolt and nut	4
FBX16a	Post-blockout blot (1.5 inches [40 mm]) and nut	8
PWB03	Modified thrie blockout	4
PWE03	Steel guardrail post	2
RTB01a	Thrie-beam backup plate	2
RTM02a	Thrie-beam rail	2

APPROVALS

FHWA Acceptance Letter <u>B-64</u>, 2/14/00.

REFERENCES

D.L. Ivey, R.R. Robertson and C.E. Buth, *Test and Evaluation of W-Beam and Thrie-Beam Guardrails*, Federal Highway Administration, FHWA-RD-82-071, Washington, D.C., 1986.

C.E. Buth, W.L. Campise, L.I. Griffin, M.L. Love, and D.L. Sicking, *Performance Limits of Longitudinal Barriers*, Federal Highway Administration, Report No. FHWA-RD-86-153 (vol. 1), Washington, D.C., May 1986.

M.E. Bronstad, J.D. Michie, J.D. Viner, and W.E. Behm, *Crash Test Evaluation of the Thrie Beam Traffic Barrier*, Highway Research Record, Highway Research Board, 1974.

CONTACT INFORMATION

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MODIFIED THRIE-BEAM MEDIAN BARRIER

SGM09c			
SHEET NO.	DATE		
2 of 4	10/13/2005		

MODIFIED THRIE-BEAM MEDIAN BARRIER



 SHEET NO.
 DATE:

 3 of 4
 10/12/2005



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