The REACT 350® is a redirective, non-gating crash cushion that consists of High Molecular Weight/High Density Polyethylene (HMW/HDPE) cylinders. It is tested to NCHRP Report 350 Test Level 1, Test Level 2, and Test Level 3. The system has shown self-restoring characteristics when impacted within NCHRP Report 350 crash test standards at 62 mph by a 1,808 lb. (820 kg) car, and then two successive impacts by a 4,409 lb. (2,000 kg) pick-up truck.*

The REACT 350® crash cushion can be used to shield narrow fixed objects of up to 36” (910 mm) wide. It can be utilized in permanent and work zone applications, or where traffic congestion and maintenance management is a concern for work crews.

**Features**
- Sectional construction with energy-absorbing, potentially reusable HMW/HDPE cylinders.*
- Systems available for various lengths, widths, and speeds.
- Optional cylinder covers available.

**Assembly and Maintenance**
- Installs on new or existing concrete pad.
- Anchorage options include asphalt, concrete, and soil-drive pile.
- Units with self-contained backup arrive assembled.
- Crash testing results have shown that the system may regain much of its original shape and capacity when impacted within NCHRP Report 350 crash test standards.*
- Major components are potentially reusable when impacted within NCHRP Report 350 crash test standards.*

**Back-Up Structure and Attachments**
- Portable or permanent concrete barrier(s)
- Concrete backup structure(s)
- Self-contained backup structure
- Bridge pier(s)
- Bridge parapet(s)
- Square block(s)
- W-beam
- Thrie-beam

**Specifications**
**Typical Nine-Cylinder Test Level 3 Unit Shown**
- 30’ 3” Long (9.35 m) Self-Contained Backup Structure
- 28’ 9” Long (8.80 m) Concrete Backup Structure
- 36” (910 mm) Width at Backup Structure
- 4,080 lbs. (1,851 kg) Self-Contained Backup Structure
- 4,310 lbs. (1,955 kg) Concrete Backup Structure
- Custom Configurations Available

*After an impact, the product must be inspected and evaluated per the direction of the specifying roadway authority. The ultimate decision on reusability rests with the specifying roadway authority and/or state DOT.