



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

March 3, 2023

1200 New Jersey Ave., SE  
Washington, D.C. 20590

In Reply Refer To:  
HSST-1/SS-189

Bret R. Eckert  
Trinity Highway Products, LLC  
15601 Dallas Parkway, Suite 525  
Addison, TX 75001  
USA

Dear Mr. Eckert:

We received your correspondence of February 11, 2022 requesting issuance of a reimbursement eligibility letter under the Federal-aid highway program for the roadside safety system, device, design, product, or hardware (collectively “device”) described below. This letter is assigned Federal Highway Administration (FHWA) control number SS-189.

#### **ELIGIBILITY LETTERS**

The FHWA issues Federal-aid reimbursement eligibility letters for new roadside safety devices that are crash tested in accordance with the industry standard of the American Association of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH).

FHWA, the Department of Transportation, and the United States (government) do not regulate roadside safety devices, crash test facilities, or the manufacturing industry. Issuance of eligibility letters is discretionary and provided only as a service to the states. FHWA may, at its discretion, decline to issue, revise, or rescind an eligibility letter. Eligibility letters are only issued by the FHWA headquarters Office of Safety.

Eligibility letters are issued only as notice to the states that a device is eligible for reimbursement under the Federal-aid highway program. They do not establish approval or certification for any other purpose. Issuance of an eligibility letter is not a prerequisite or requirement for state transportation agencies seeking to use Federal-aid funds for roadside safety devices. State agencies may use a device for which an eligibility letter has not been issued and seek Federal-aid reimbursement.

#### **FEDERAL-AID REIMBURSEMENT**

The request for issuance of this letter certified the device was crash tested in accordance with the industry standard of AASHTO’s MASH. This eligibility letter is based on that certification and the material offered in support of its issuance. The device described below is eligible for reimbursement under the Federal-aid highway program.

Name of system: S-Q 8 Slip Base Perforated, 3-Post Sign Support System  
Type of system: Sign Support  
Test Level: Test Level 3  
Testing conducted by: Applus IDIADA KARCO Engineering, LLC  
Date of request: February 11, 2022

Information about the device, including material such as the eligibility request, crash test reports, drawings, or images are included in one or more attachment(s) to this letter.

Eligibility letter SS-189 is inapplicable to devices, optional equipment, alternate materials, or other features that were not crash tested in accordance with AASHTO's MASH.

This letter is issued only for the subject device as crash tested under AASHTO's MASH. Later modification(s) of the device are not eligible for Federal-aid reimbursement under this letter. Notice of later modification(s) should be given to transportation agencies, facility owners, and operators (collectively "agencies").

Agencies should be provided appropriate information about the device's design, installation, maintenance, materials, and mechanical properties.

Issuance of this letter is discretionary, and it may be revised or rescinded at FHWA's discretion. This letter is not a determination of compliance with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) or ownership of any intellectual property rights.

This eligibility letter is not a determination by the government that a crash involving the subject device will result in any particular outcome. It is limited to only the device's eligibility for Federal-aid reimbursement.

### **INTELLECTUAL PROPERTY**

Issuance of this eligibility letter does not convey property rights of any sort nor any exclusive privilege. This letter is not authorization or consent by the government for the use, manufacture, or sale of any patented or proprietary system, device, design, product, or hardware for which the requester is not the patent owner. Eligibility letters are not an expression of any view, position, or determination by the government as to the validity, scope, or ownership of any intellectual property rights to a specific device. These letters do not grant, impute, suggest, or otherwise establish any ownership, distribution, or licensing rights to the requester. The government expresses no opinion about the intellectual property rights relating to any device for which this or any other eligibility letter is issued.

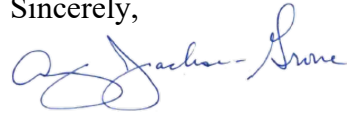
### **PUBLIC DISCLOSURE**

To prevent any misunderstanding, and as discussed above, this eligibility letter is assigned FHWA control number SS-189. It should only be reproduced in full with its attachment(s). This letter and the material offered by the requester supporting its issuance is public information. All eligibility letters and supporting material are subject to public disclosure under the Freedom of

Information Act (FOIA). Eligibility letters are available to the public at [https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/reduce\\_crash\\_severity/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/reduce_crash_severity/).

If you have any questions please contact Aimee Zhang at [Aimee.Zhang@dot.gov](mailto:Aimee.Zhang@dot.gov).

Sincerely,

A handwritten signature in blue ink that reads "Amy Jackson-Grove". The signature is fluid and cursive, with the first name "Amy" being particularly prominent.

Amy Jackson-Grove  
Acting Director, Office of Safety  
Technologies  
Office of Safety

Enclosures

## Request for Federal Aid Reimbursement Eligibility of Highway Safety Hardware

<b>Submitter</b>	Date of Request:	February 11, 2022	<input checked="" type="radio"/> New <input type="radio"/> Resubmission
	Name:	Bret R. Eckert, P.E.	
	Company:	Trinity Highway Products, LLC	
	Address:	15601 Dallas Parkway, Suite 525, Addison, TX 75001	
	Country:	USA	
	To:	Michael S. Griffith, Director FHWA, Office of Safety Technologies	

I request the following devices be considered eligible for reimbursement under the Federal-aid highway program.

**Device & Testing Criterion** - Enter from right to left starting with Test Level

!-!-!

System Type	Submission Type	Device Name / Variant	Testing Criterion	Test Level
'SS': Breakaway Sign Supports, Mailboxes, & other small sign supports	<input checked="" type="radio"/> Physical Crash Testing <input type="radio"/> Engineering Analysis	S-Q 8 Slip Base, Perforated, 3-Post Sign Support System	AASHTO MASH	TL3

By submitting this request for review and evaluation by the Federal Highway Administration, I certify that the product(s) was (were) tested in conformity with the AASHTO Manual for Assessing Safety Hardware and that the evaluation results meet the appropriate evaluation criteria in the MASH.

**Individual or Organization responsible for the product:**

Contact Name:	Jim Crowley	Same as Submitter <input type="checkbox"/>
Company Name:	Trinity Highway Products, LLC	Same as Submitter <input checked="" type="checkbox"/>
Address:	15601 Dallas Parkway, Suite 525, Addison, TX 75001	Same as Submitter <input checked="" type="checkbox"/>
Country:	USA	Same as Submitter <input checked="" type="checkbox"/>

Enter below all disclosures of financial interests as required by the FHWA 'Federal-Aid Reimbursement Eligibility Process for Safety Hardware Devices' document.

The S-Q 8 Slip Base, Perforated, 3-Post Sign Support System technology is the commercial embodiment of intellectual property that is owned by Trinity Highway Products, LLC ("THP"). THP does not pay royalties for sales of the S-Q 8 Slip Base, Perforated, 3-Post Sign Support System. The S-Q 8 Slip Base, Perforated, 3-Post Sign Support System was designed and developed by engineers at THP.

Applus IDIADA KARCO Engineering, LLC ("KARCO") conducted the certification tests of the S-Q 8 Slip Base, Perforated, 3-Post Sign Support System. KARCO is an internationally accredited third party crash testing laboratory. Physical crash testing of the S-Q 8 Slip Base, Perforated, 3-Post Sign Support System was performed in accordance with testing criteria, as set forth by the American Association of State Highway and Transportation Officials ("AASHTO") in the Manual for Assessing Safety Hardware - 2nd Edition, with 2020 Errata ("MASH") (2016). Other than fees paid to KARCO to conduct the tests and then analyze and report the test results, KARCO and THP do not share financial interests. The fees paid to KARCO were not dependent or contingent on the results of the tests.

## PRODUCT DESCRIPTION

<input checked="" type="radio"/> New Hardware or Significant Modification	<input type="radio"/> Modification to Existing Hardware
<p>The S-Q 8 Slip Base, Perforated, 3-Post Sign Support System consists of three, 2-1/2 inch x 12 gauge perforated square steel tube signposts inserted into three slip base castings. The signposts are punched with Ø7/16 inch holes spaced on one inch centers along the length on all four sides. The signposts are secured to the slip base castings with two Ø3/8 inch shoulder bolts and nuts. The slip base castings are secured to the slip base stubs with three Ø1/2 inch bolts and nuts. A bolt keeper plate is sandwiched between the slip base casting and the slip base stub. The anchor sleeves are 3 inch x 7 gauge square steel tube, 36 inches long with a 12 inch x 18 inch x 3/16 inch soil plate welded to it. The anchors are embedded in soil such that the slip base stub top plates are a maximum of 4 inches above grade. A 72 inch tall x 96 inch wide x 0.080 inch thick aluminum sign panel with reflective sheeting is secured to the signposts with a U-channel and clamp system. The sign is secured to three U-channel sections using Ø3/8 inch bolts and nuts. The sign is mounted at a height of 7 feet 4 1/2 inches above grade to the bottom of the sign. The anchor sleeve conforms to ASTM A500 and the soil plate is fabricated from steel that conforms to ASTM A36. The signpost steel conforms to ASTM A653.</p>	

### CRASH TESTING

By signature below, the Engineer affiliated with the testing laboratory, agrees in support of this submission that all of the critical and relevant crash tests for this device listed above were conducted to meet the MASH test criteria. The Engineer has determined that no other crash tests are necessary to determine the device meets the MASH criteria.

Engineer Name:	Antonio Reyes	
Engineer Signature:	Antonio Reyes	Digitally signed by Antonio Reyes Date: 2022.01.28 14:40:01 -08'00'
Address:	9270 Holly Road, Adelanto, CA 92301	Same as Submitter <input type="checkbox"/>
Country:	USA	Same as Submitter <input checked="" type="checkbox"/>

A brief description of each crash test and its result:

Required Test Number	Narrative Description	Evaluation Results
3-60 (1100C)	<p>Applus IDIADA KARCO Test No. P41196-01. Test Date July 19, 2021. Crash Test Report No. TR-P41196-01-NC for MASH 2016 Test 3-60 Crash Test of Trinity Highway Products S-Q 8 Slip Base, Perforated, 3-Post Sign Support, TL-3.</p> <p>The S-Q 8 Slip Base, Perforated, 3-Post Sign Support system (P41196-01) was impacted by a 2016 Kia Rio 4-door sedan at a velocity of 18.67 mph (30.05 km/h) and a CIA of 0°. Upon impact, the support structure yielded and made contact with the vehicle then fell to the ground. There was no significant deformation or penetration into the vehicle's occupant compartment. The vehicle experienced a maximum occupant impact velocity (OIV) of 15.7 ft/s (4.8 m/s) and a maximum ridedown acceleration (RA) of 2.0 g.</p> <p>The Trinity Highway Products S-Q 8 Slip Base, Perforated, 3-Post Sign Support, TL-3 Support Structure met all the requirements for MASH 2016 Test 3-60.</p>	PASS
3-61 (1100C)	<p>Applus IDIADA KARCO Test No. P41197-01. Test Date July 19, 2021. Crash Test Report No. TR-P41197-01-NC for MASH 2016 Test 3-61 Crash Test of Trinity Highway Products S-Q 8 Slip Base, Perforated, 3-Post Sign Support, TL-3.</p> <p>The S-Q 8 Slip Base, Perforated, 3-Post Sign Support system (P41197-01) was impacted by a 2015 Kia Rio 4-door sedan at a velocity of 63.82 mph (102.71 km/h) and a CIA of 0°. Upon impact, the support structure yielded and did not make contact with the vehicle thereafter. There was no significant deformation or penetration into the vehicle's occupant compartment. The vehicle did not experience a measurable occupant impact velocity (OIV) or ridedown acceleration.</p> <p>The Trinity Highway Products S-Q 8 Slip Base, Perforated, 3-Post Sign Support, TL-3 Support Structure met all the requirements for MASH 2016 Test 3-61.</p>	PASS

Required Test Number	Narrative Description	Evaluation Results
3-62 (2270P)	<p>Applus IDIADA KARCO Test No. P41198-01. Test Date August 24, 2021. Crash Test Report No. TR-P41198-01-NC for MASH 2016 Test 3-62 Crash Test of Trinity Highway Products S-Q 8 Slip Base, Perforated, 3-Post Sign Support, TL-3.</p> <p>The S-Q 8 Slip Base, Perforated, 3-Post Sign Support system (P41198-01) was impacted by a 2015 Ram 1500 4-door passenger truck at a velocity of 61.07 mph (98.29 km/h) and a CIA of 0°. Upon impact, the support structure yielded and made contact with the vehicle then fell down. There was no significant deformation or penetration into the vehicle's occupant compartment. The vehicle did not experience a measurable occupant impact velocity (OIV) or ridedown acceleration.</p> <p>The Trinity Highway Products S-Q 8 Slip Base, Perforated, 3-Post Sign Support, TL-3 Support Structure met all the requirements for MASH 2016 Test 3-62.</p>	PASS

Full Scale Crash Testing was done in compliance with MASH by the following accredited crash test laboratory (cite the laboratory's accreditation status as noted in the crash test reports.):

Laboratory Name:	KARCO Engineering, INC	
Laboratory Signature:	<b>Antonio Reyes</b>	Digitally signed by Antonio Reyes Date: 2022.01.28 14:39:16 -08'00'
Address:	9270 Holly Road, Adelanto, CA 92301	Same as Submitter <input type="checkbox"/>
Country:	USA	Same as Submitter <input checked="" type="checkbox"/>
Accreditation Certificate Number and Dates of current Accreditation period :	International Accreditation Services (IAS) ISO 17025 Accreditation Certificate #TL-371 Expires July 1, 2022	

Submitter Signature\*: **Bret Eckert** Digitally signed by Bret Eckert  
Date: 2022.02.11 08:05:07 -08'00'

Submit Form

ATTACHMENTS

Attach to this form:

- 1) Additional disclosures of related financial interest as indicated above.
- 2) A copy of the full test report, video, and a Test Data Summary Sheet for each test conducted in support of this request.
- 3) A drawing or drawings of the device(s) that conform to the Task Force-13 Drawing Specifications [[Hardware Guide Drawing Standards](#)]. For proprietary products, a single isometric line drawing is usually acceptable to illustrate the product, with detailed specifications, intended use, and contact information provided on the reverse. Additional drawings (not in TF-13 format) showing details that are relevant to understanding the dimensions and performance of the device should also be submitted to facilitate our review.

**FHWA Official Business Only:**

Eligibility Letter		
Number	Date	Key Words



# MASH 2016 Test 3-60 Summary



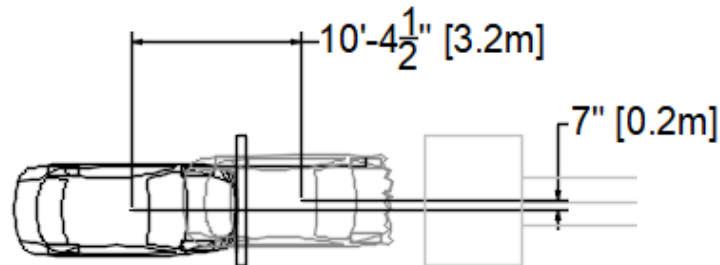
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## GENERAL INFORMATION

Test Agency..... Applus IDIADA KARCO  
 Test Number..... P41196-01  
 Test Designation..... 3-60  
 Test Date..... 7/19/21

## TEST ARTICLE

Name / Model..... S-Q 8 Slip Base, Perforated,  
 3-Post Sign Support, TL-3  
 Type..... Support Structure  
 Mounting Height ..... 88.5 in. (2.25 m)  
 Key Elements..... 3.00" Anchor Sleeve w/ Plate  
 S-Q 8 Slip Base  
 2.50" 12GA Signposts  
 96X72, Aluminum Sign  
 Road Surface..... Smooth, clean concrete

## TEST VEHICLE

Type / Designation..... 1100C  
 Year, Make, and Model..... 2016 Kia Rio  
 Curb Mass..... 2,559.5 lbs (1,161.0 kg)  
 Test Inertial Mass..... 2,462.5 lbs (1,117.0 kg)  
 Gross Static Mass..... 2,620.1 lbs (1,188.5 kg)

## Impact Conditions

Impact Velocity ..... 18.67 mph (30.05 km/h)  
 Impact Angle..... 0.0°  
 Kinetic Energy..... 28.7 kip-feet (38.9 Kilojoules)  
 Maximum KE Required..... 34.0 kip-feet (46.0 Kilojoules)\*  
 Location / Orientation..... 2.8 in. (71 mm) From the  
 Vehicle Centerline on the Driver  
 Side

## Exit Conditions

Exit Velocity..... 16.05 mph (25.83 km/h)  
 Final Resting Position..... 10.4 ft. (3.2 m ) Downstream  
 0.6 ft. (0.2 m) Left  
 Vehicle Stability ..... Satisfactory  
 Maximum Roll Angle..... 0.8 °  
 Maximum Pitch Angle..... -4.2 °  
 Maximum Yaw Angle..... -3.5 °

\*MASH 2016 Table 2-5 has a recognized unit conversion discrepancy in the "Acceptable KE" (impact severity) maximum value for test 3-60. The value in the table is 41.0 kJ, however 34.0 kip-ft converts to 46.0 kJ.

## Occupant Risk

Longitudinal OIV..... 15.7 ft/s (4.8 m/s)  
 Lateral OIV..... -0.3 ft/s (-0.1 m/s)  
 Longitudinal RA..... -2.0 g  
 Lateral RA..... 0.9 g  
 THIV..... 15.7 ft/s (4.8 m/s)  
 PHD..... 2.0 g  
 ASI..... 0.44

## Test Article Deflections

Debris Field (longitudinal)..... 24.6 ft. (7.5 m)  
 Debris Field (lateral)..... 0.6 ft. (0.2 m)

## Vehicle Damage

Vehicle Damage Scale..... 12-FD-1  
 CDC..... 12FDEW1  
 Maximum Deformation..... None

Figure 2 MASH 2016 Test 3-60 Summary

# MASH 2016 Test 3-61 Summary



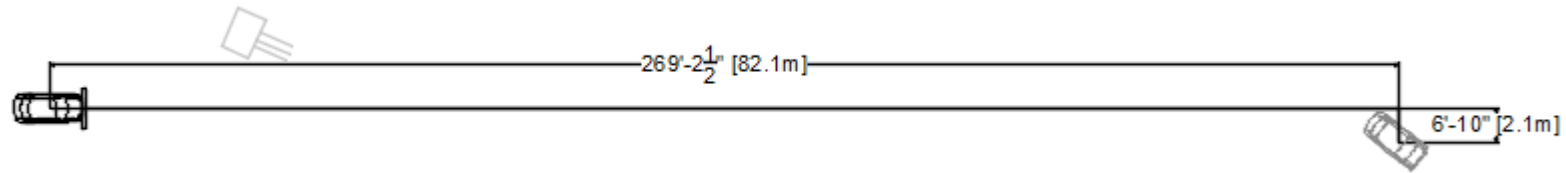
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## GENERAL INFORMATION

Test Agency..... Applus IDIADA KARCO  
 Test Number..... P41197-01  
 Test Designation..... 3-61  
 Test Date..... 7/19/21

## TEST ARTICLE

Name / Model..... S-Q 8 Slip Base, Perforated,  
 3-Post Sign Support, TL-3  
 Type..... Support Structure  
 Mounting Height ..... 88.5 in. (2.3 m)  
 Key Elements..... 3.00" Anchor Sleeve w/ Plate  
 S-Q 8 Slip Base  
 2.50" 12GA Signposts  
 96X72, Aluminum Sign  
 Road Surface..... Smooth, clean concrete

## TEST VEHICLE

Type / Designation..... 1100C  
 Year, Make, and Model..... 2015 Kia Rio  
 Curb Mass..... 2,561.7 lbs (1,162.0 kg)  
 Test Inertial Mass..... 2,437.2 lbs (1,105.5 kg)  
 Gross Static Mass..... 2,620.1 lbs (1,188.5 kg)

## Impact Conditions

Impact Velocity ..... 63.82 mph (102.71 km/h)  
 Impact Angle..... 0.0°  
 Kinetic Energy..... 331.8 kip-feet (449.9 Kilojoules)  
 Minimum KE Required..... 288.0 kip-feet (390.0 Kilojoules)  
 Location / Orientation..... 2.0 in.(50 mm) From the Vehicle  
 Centerline on the Driver Side

## Exit Conditions

Exit Velocity..... 61.31 mph (98.67 km/h)  
 Final Resting Position..... 269.2 ft. (82.1 m) Downstream  
 6.8 ft. (2.1 m) Right  
 Vehicle Stability ..... Satisfactory  
 Maximum Roll Angle..... 2.6 °  
 Maximum Pitch Angle..... -0.2 °  
 Maximum Yaw Angle..... 1.4 °

## Occupant Risk

Longitudinal OIV..... 3.4 ft/s (1.0 m/s)  
 Lateral OIV..... 0.03 ft/s (0.0 m/s)  
 Longitudinal RA..... 0.0 g  
 Lateral RA..... 0.0 g  
 THIV..... Not Applicable  
 PHD..... Not Applicable  
 ASI..... 0.22

## Test Article Deflections

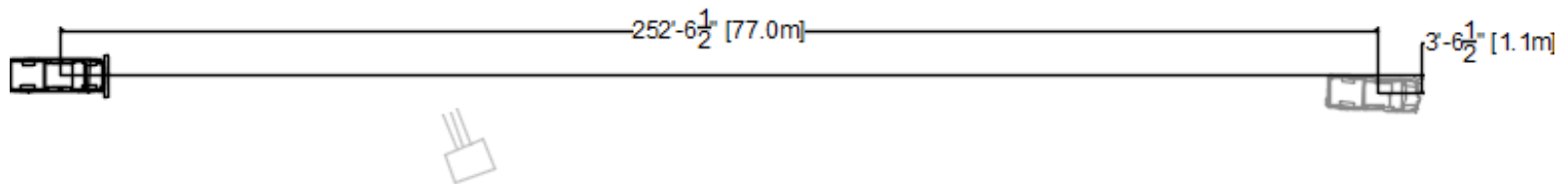
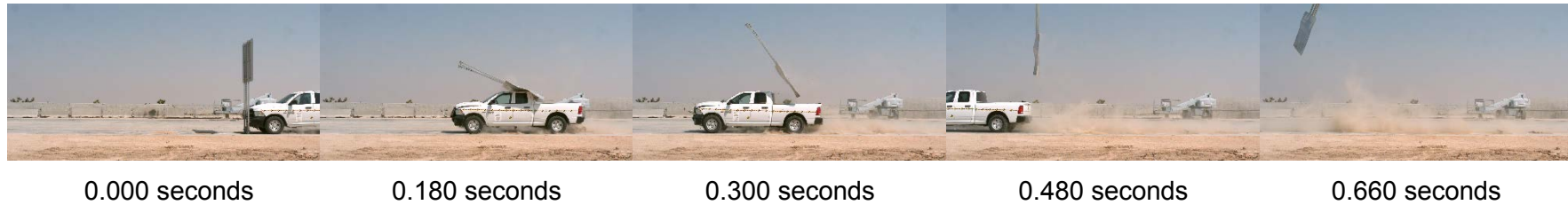
Debris Field (longitudinal)..... 41.6 ft. (12.7 m)  
 Debris Field (lateral)..... 12.1 ft. (3.7 m)

## Vehicle Damage

Vehicle Damage Scale..... 12-FD-1  
 CDC..... 12FDEW1  
 Maximum Deformation..... None

Figure 2 MASH 2016 Test 3-61 Summary

# MASH 2016 Test 3-62 Summary



## GENERAL INFORMATION

Test Agency..... Applus IDIADA KARCO  
 Test Number..... P41198-01  
 Test Designation..... 3-62  
 Test Date..... 8/24/21

## TEST ARTICLE

Name / Model..... S-Q 8 Slip Base, Perforated,  
 3-Post Sign Support, TL-3  
 Type..... Support Structure  
 Mounting Height ..... 88.5 in. (2.3 m)  
 Key Elements..... 3.00" Anchor Sleeve w/ Plate  
 S-Q 8 Slip Base  
 96X72, Aluminum Sign  
 2.50" 12GA Signposts  
 Road Surface..... Smooth, clean concrete

## TEST VEHICLE

Type / Designation..... 2270P  
 Year, Make, and Model..... 2015 RAM 1500  
 Curb Mass..... 5,146.6 lbs (2,334.5 kg)  
 Test Inertial Mass..... 5,016.5 lbs (2,275.5 kg)  
 Gross Static Mass..... 5,016.5 lbs (2,275.5 kg)

## Impact Conditions

Impact Velocity ..... .61.07 mph (98.29 km/h)  
 Impact Angle..... 0.0°  
 Kinetic Energy..... 625.5 kip-feet (848.1 Kilojoules)  
 Minimum KE Required..... 594.0 kip-feet (805.3 Kilojoules)  
 Location / Orientation..... 3.5 in. (90 mm) From Vehicle  
 Centerline on the Driver Side

## Exit Conditions

Exit Velocity..... 59.64 mph (95.98 km/h)  
 Final Resting Position..... 252.5 ft. (77.0 m) Downstream  
 3.5 ft. (1.1 m) Right  
 Vehicle Stability ..... Satisfactory  
 Maximum Roll Angle..... 1.6 °  
 Maximum Pitch Angle..... 3.2 °  
 Maximum Yaw Angle..... 1.4 °

## Occupant Risk

Longitudinal OIV..... 1.4 ft/s (0.4 m/s)  
 Lateral OIV..... -0.6 ft/s (-0.2 m/s)  
 Longitudinal RA..... 0.0 g  
 Lateral RA..... 0.0 g  
 THIV..... Not Applicable  
 PHD..... Not Applicable  
 ASI..... 0.25

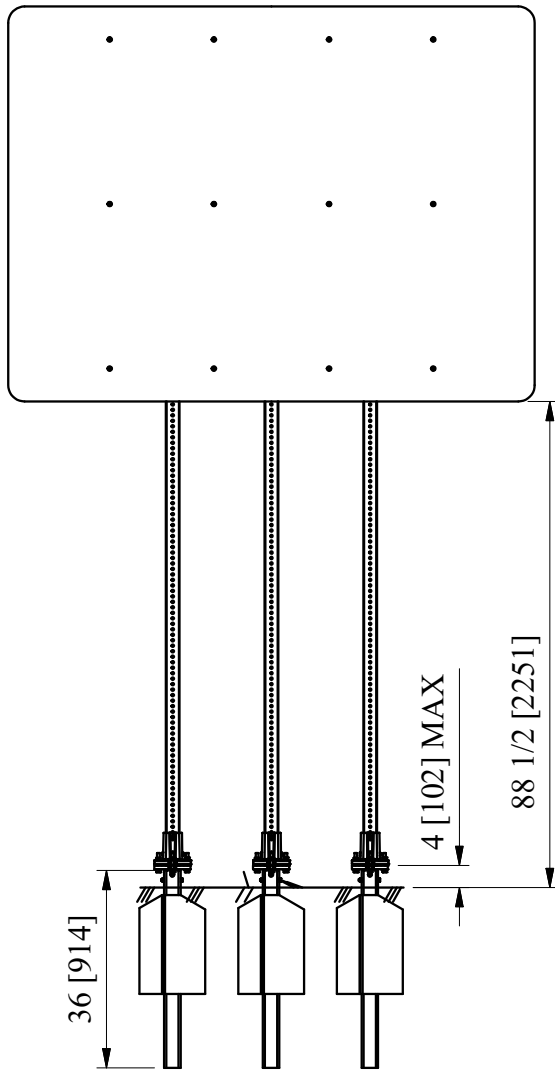
## Test Article Deflections

Debris Field (longitudinal)..... 73.8 ft. (22.5 m)  
 Debris Field (lateral)..... 17.9 ft. (5.4 m)

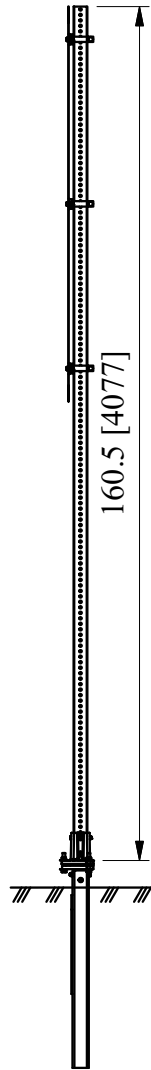
## Vehicle Damage

Vehicle Damage Scale..... 12-FD-1  
 CDC..... 12FDEW1  
 Maximum Deformation..... None

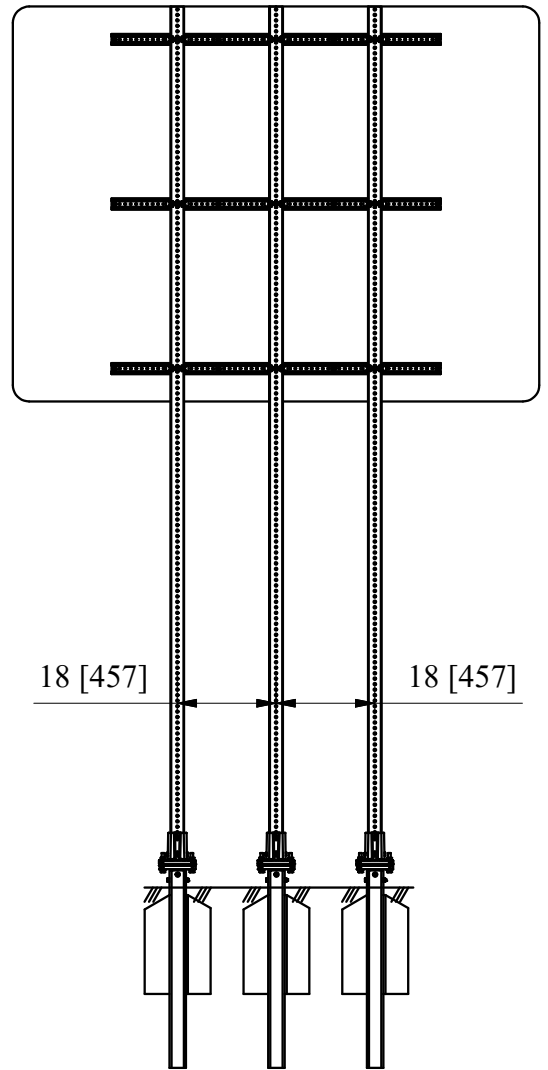
Figure 2 MASH 2016 Test 3-62 Summary



FRONT



SIDE



BACK

2024

**S-Q 8 SLIP BASE SIGN SUPPORT SYSTEM - 3-POST**



**SSS23a**

SHEET NO.

DATE

1 of 3

4/22/2024

### INTENDED USE

The S-Q 8 perforated steel tubular sign support system is a three (3) post sign support slip base system. The system utilizes drivable anchor sleeves with a soil bearing plate in standard soil. The sign support system was successfully crash tested to TL-3 in accordance with MASH 2016 guidelines. This system meets the requirements of the AASHTO *LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 1st Edition*.

### FEATURES

The S-Q 8 perforated steel tubular sign support system consists of three (3) 2.50 inch 12 GA square perforated steel signposts and three (3) 3.00 inch 7 GA square steel anchor sleeves with soil bearing plate (sheet 3 of 4). The slip base system consists of a slip base stub, bolt keeper plate and slip base casting. The slip base stub is secured to the anchor sleeve with two (2) Ø3/8" shoulder bolts and the slip base casting is secured to the slip base stub with three (3) Ø1/2" bolts and nuts. The signposts slide into the slip base castings and are secured in place by two (2) Ø3/8" shoulder bolts and nuts. The material for the anchor sleeves conforms to ASTM A500 and the soil plate steel conforms to ASTM A36. The pre-coated steel material for the perforated signposts conforms to ASTM A653. The exterior surface of the signposts is coated with minimum 0.5 mils clear acrylic polymer.

### ELIGIBILITY

The S-Q 8 3-Post perforated steel slip base sign support system has been tested to MASH 2016 Test Level 3 and is eligible for Federal reimbursement by FHWA.

FHWA Eligibility Letter(s): SS-189 dated March 3, 2023 for MASH 2016 Test Level 3.

### REFERENCES

*Manual for Assessing Safety Hardware (MASH)*, American Association of State Highway and Transportation Officials (AASHTO), 2016.

### CONTACT INFORMATION

15601 Dallas Parkway, Suite 525 Addison, TX 75001  
Telephone: (888) 323-6374  
[www.valtir.com](http://www.valtir.com)

## S-Q 8 SLIP BASE SIGN SUPPORT SYSTEM - 3-POST

**SSS23a**

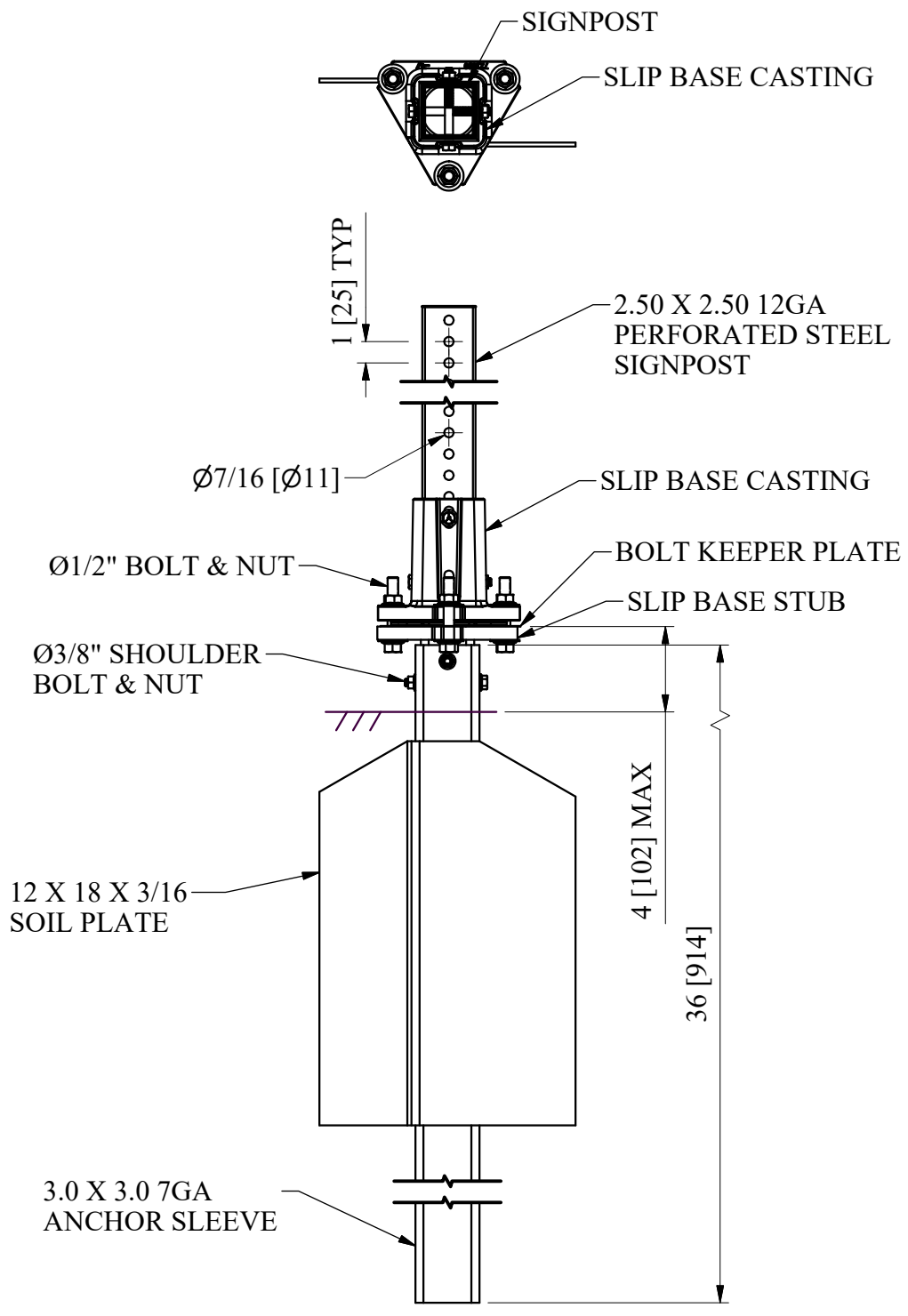
SHEET NO.

DATE

2 of 3

4/22/2024





SIGNPOST/ANCHOR SLIP BASE CONNECTION

2024

**S-Q 8 SLIP BASE SIGN SUPPORT SYSTEM - 3-POST**



**SSS23a**

SHEET NO.	DATE
3 of 3	4/22/2024