



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

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

July 24, 2012

In Reply Refer To:
HSST/CC-100A

Mr. Brian Smith
Trinity Highway Products, LLC
2525 North Stemmons Freeway
Dallas, Texas 75207

Dear Mr. Smith:

This letter is in response to your request for the Federal Highway Administration (FHWA) to review a roadside safety system for eligibility for reimbursement under the Federal-aid highway program.

Name of system: Slotted Rail Terminal (SRT-31) used for terminating Trinity Guardrail System (TGS)

Type of system: Terminal End Section

Test Level: National Cooperative Highway Research Program (NCHRP) Report 350 Test Level 3 (TL-3)

Testing conducted by: 'n/a'

Task Force 13 Designator: SEW12b

Date of request: June 7, 2012

Date initially acknowledged: June 7, 2012

Date of completed package: June 24, 2012

Decision:

The following device is eligible, with details provided:

- Slotted Rail Terminal (SRT-31) used for terminating Trinity Guardrail System (TGS)

Based on a review of crash test results submitted by the manufacturer certifying the device described herein meets the crash test and evaluation criteria of the National Cooperative Highway Research Program (NCHRP) Report 350, the device is eligible for reimbursement under the Federal-aid highway program. Eligibility for reimbursement under the Federal-aid highway program does not establish approval or endorsement by the FHWA for any particular purpose or use.

The FHWA, the Department of Transportation, and the United States Government do not endorse products or services and the issuance of a reimbursement eligibility letter is not an endorsement of any product or service.

Requirements

To be found eligible for Federal-aid funding, roadside safety devices should meet the crash test and evaluation criteria contained in the National Cooperative Highway Research Program (NCHRP) Report 350.

Description

The device and supporting documentation are described in the attached form.

Summary and Standard Provisions

Therefore, the system described and detailed in the attached form is eligible for reimbursement and may be installed under the range of conditions previously tested.

Please note the following standard provisions that apply to FHWA eligibility letters:

- This letter provides a AASHTO/ARTBA/AGC Task Force 13 designator that should be used for the purpose of the creation of a new and/or the update of existing Task Force 13 drawing for posting on the on-line 'Guide to Standardized Highway Barrier Hardware' currently referenced in AASHTO Roadside Design Guide.
- This finding of eligibility does not cover other structural features of the systems, nor conformity with the Manual on Uniform Traffic Control Devices.
- Any changes that may influence system conformance with NCHRP Report 350 criteria will require a new reimbursement eligibility letter.
- Should the FHWA discover that the qualification testing was flawed, that in-service performance reveals safety problems, or that the system is significantly different from the version that was crash tested, we reserve the right to modify or revoke this letter.
- You are expected to supply potential users with sufficient information on design and installation requirements to ensure proper performance.
- You are expected to certify to potential users that the hardware furnished has the same chemistry, mechanical properties, and geometry as that submitted for review, and that it will meet the crash test and evaluation criteria of the NCHRP Report 350.
- To prevent misunderstanding by others, this letter of eligibility is designated as number CC-100A and shall not be reproduced except in full. This letter and the test documentation upon which it is based are public information. All such letters and documentation may be reviewed at our office upon request.

Purposes
Only

- This letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented system for which the applicant is not the patent holder. The FHWA does not become involved in issues concerning patent law. Patent issues, if any, are to be resolved by the applicant.

Sincerely yours,



Michael S. Griffith
Director, Office of Safety Technologies
Office of Safety

Enclosures

Archived
For
Research
and
Historical
Purposes
Only

Request for Federal Aid Reimbursement Eligibility Of Highway Safety Hardware

Submitter	Date of Request:	May 02, 2012	<input checked="" type="radio"/> New <input type="radio"/> Resubmission
	Name:	Don Gripne	
	Company:	Trinity Highway Products	
	Address:	5216 Brassfield Dr. SE, Olympia, WA. 98501	
	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.

System Type	Device Name / Variant	Testing Criterion	Test Level
'CC': Crash Cushions, Attenuators, & T	SRT-31/TGS	NCHRP Report 350	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 test / evaluation results meet the appropriate evaluation criteria in the MASH.

Identification of the individual or organization responsible for the product:

Contact Name:	Brian Smith
Company Name:	Trinity Highway Products, LLC
Address 1:	2525 Stemmons Frwy
Address 2:	
City/State/Zip:	Dallas, TX. 75207
Country:	United States

PRODUCT DESCRIPTION

null
This request is to add the Trinity Guardrail System to the list of systems that the SRT-31 can be used with. The T-31 and Gregory Mini Spacer guardrail systems are included in the FHWA SRT-31 CC-100 dated August 30, 2007. The TGS is similar to the Gregory system in that it uses the same post but a different rail to post bolt for separation of the post from the rail. Both systems have been tested to MASH requirements. The TGS uses the same rail to post bolt that the T-31 guardrail used. It also has been tested to MASH requirements.

CRASH TESTING

A brief description of each crash test and its result:

Required Test Number	Narrative Description	Evaluation Results
3-30 (820C)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008. Also, since ride down acceleration for 820C is worst case, the following comparison between T-31 & TGS are similar in performance as per the following previous successful Report 350 crash tests as conducted by TTI: a. Test no 220570-4 on October 19, 2005 on the Trinity 31-inch w-beam guardrail. b. Test no 400001-TGS2 on June 8, 2007 on the Trinity Guardrail System (TGS). Both single page testing summary also attached as enclosure to this Form.	PASS
S3-30 (700C)	No mid-size car testing conducted.	WAIVER REQUES
3-31 (2000P)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
3-32 (820C)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
S3-32 (700C)	No mid-size car testing conducted.	WAIVER REQUES
3-33 (2000P)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
3-34 (820C)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
S3-34 (700C)	No mid-size car testing conducted.	WAIVER REQUES
3-35 (2000P)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
3-36 (820C)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
S3-36 (700C)	No mid-size car testing conducted.	WAIVER REQUES
3-37 (2000P)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
3-38 (2000P)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
3-39 (2000P)	For SRT31, see CC-100 dated August 30, 2007. For Trinity Guardrail System (TGS) see B-177 dated July 16, 2008.	PASS
3-40 (2000P)	Does not apply to Re-directive devices.	WAIVER REQUES
S3-40 (700C)	Does not apply to Re-directive devices.	WAIVER REQUES
3-41 (2000P)	Does not apply to Re-directive devices.	WAIVER REQUES
3-42 (820C)	Does not apply to Re-directive devices.	WAIVER REQUES
S3-42 (700C)	Does not apply to Re-directive devices.	WAIVER REQUES
3-43 (2000P)	Does not apply to Re-directive devices.	WAIVER REQUES
3-44 (2000P)	Does not apply to Re-directive devices.	WAIVER REQUES

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:	Texas Transportation Institute
Laboratory Contact:	Dean Alberson
Address:	College Station, TX.
Country:	United States
Accreditation Certificate Number and Date:	Mechanical 2821.01, Current Date April 30, 2013

ATTACHMENTS

Attach to this form:

- 1) A copy of the Test Data Summary Sheet for each test conducted in support of this request.
- 2) 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 key to understanding the performance of the device should also be submitted to facilitate our review.

FHWA Official Business Only:

Eligibility Letter		AASHTO TF13	
Number	Date	Designator	Key Words
CC-100A	July 17, 2012	SEW12b	slotted rail terminal, 31-inch strong post w-beam, Report 350, steel yielding terminal posts, cable release post.

Historical
Purposes
Only