

March 11, 2003

HSA-10/CC54E

Mr. Rodney A. Boyd  
Trinity Industries  
2525 Stemmons Freeway  
Dallas, Texas 75207

Dear Mr. Boyd:

In his February 28 letter to Mr. Richard Powers of my staff, your consultant, Mr. James Albritton, requested the Federal Highway Administration's acceptance of a design change to the TRACC impact attenuator. This modification consists of substituting a modular base assembly for the original one-piece base assembly. Dividing the base into three segments will facilitate repair work by not requiring removal of the entire unit for repair following minor impacts. Anchorage and connection details for the new modular base are shown in the enclosures to this letter.

Staff members have reviewed these changes and agree that they are not likely to have any adverse impact on the crash performance of the TRACC. Therefore, the modular base is acceptable for use with the TRACC on the National Highway System.

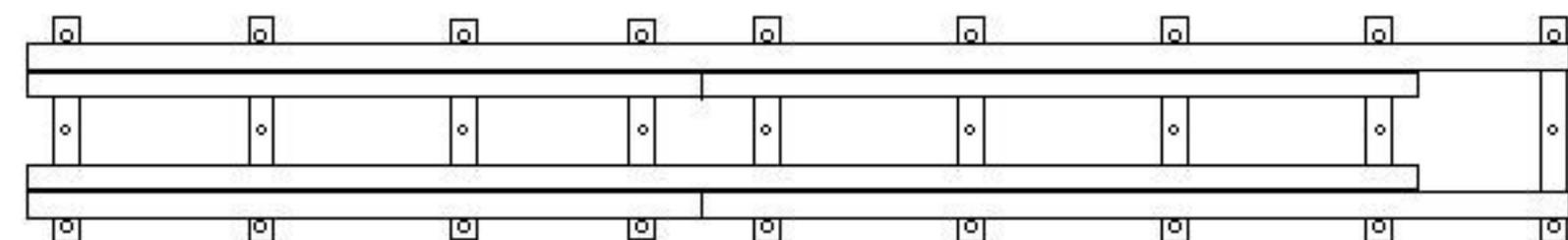
Sincerely yours,

(original signed by Michael S. Griffith)

Michael S. Griffith  
Acting Director, Office of Safety Design  
Office of Safety

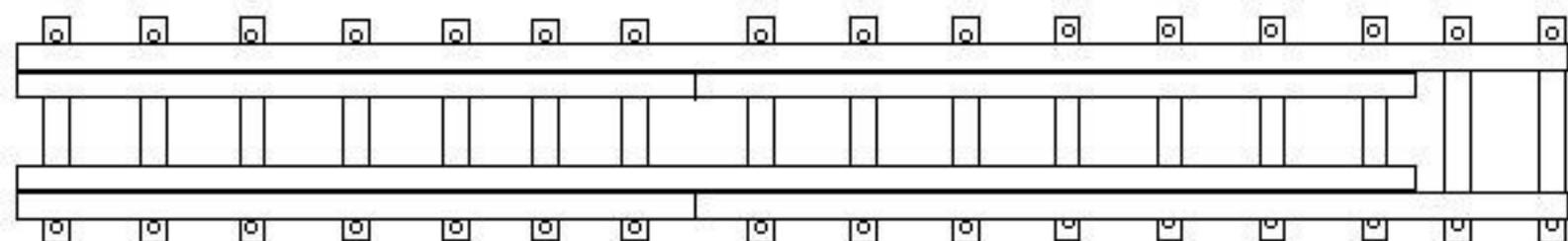
Enclosures

### Original Approved TRACC Base



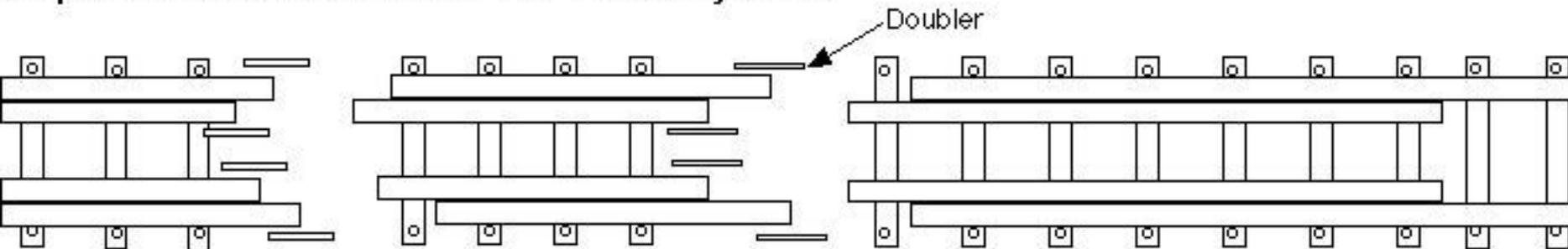
27 Anchors  
9 down the middle

### Original Approved Wide TRACC Base



32 Anchors  
all down the sides  
for better  
redirective  
strength

### Proposed Modular Base for all TL3 TRACC Systems



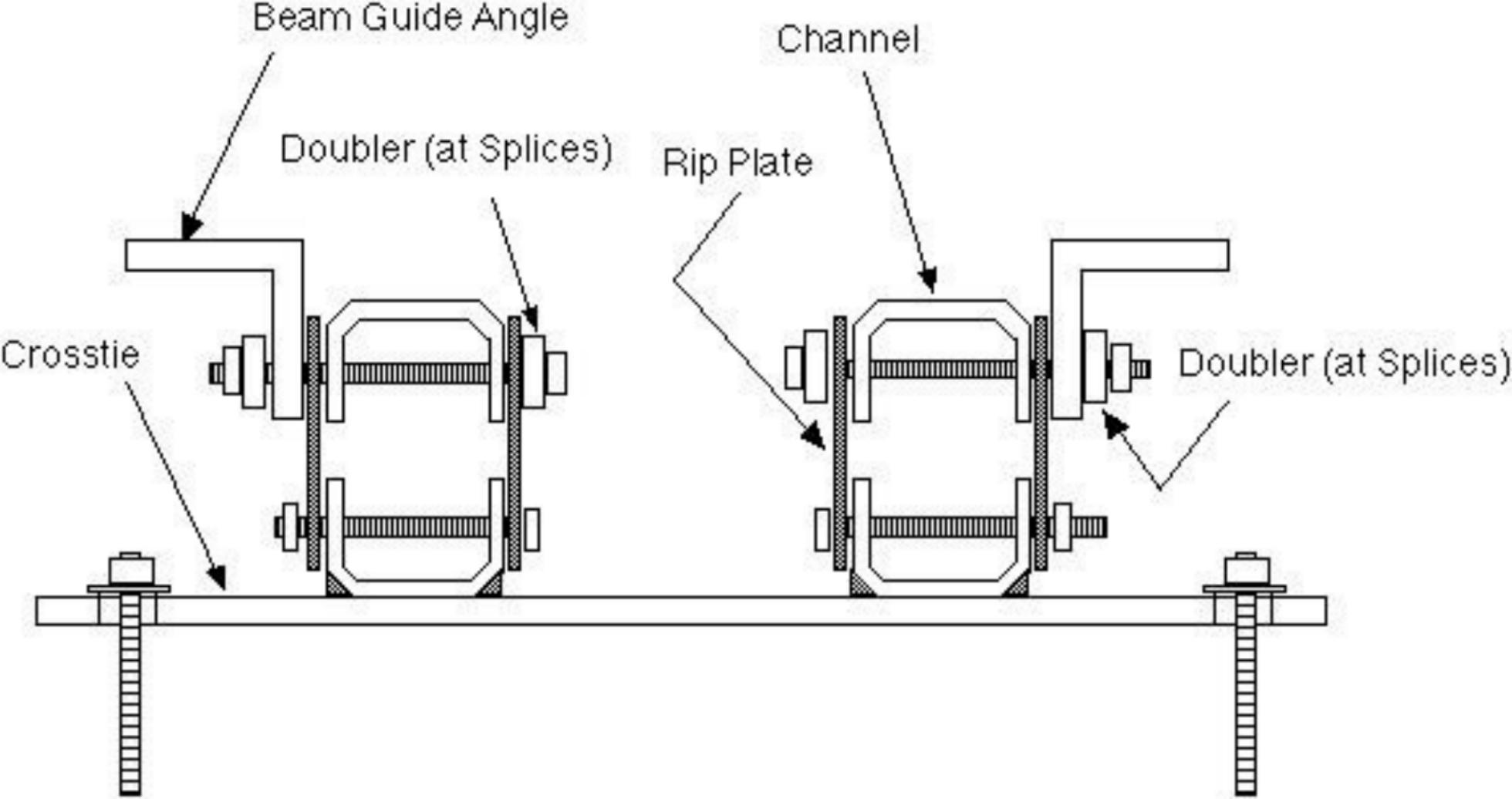
Stage 1  
60 inches  
~195 pounds

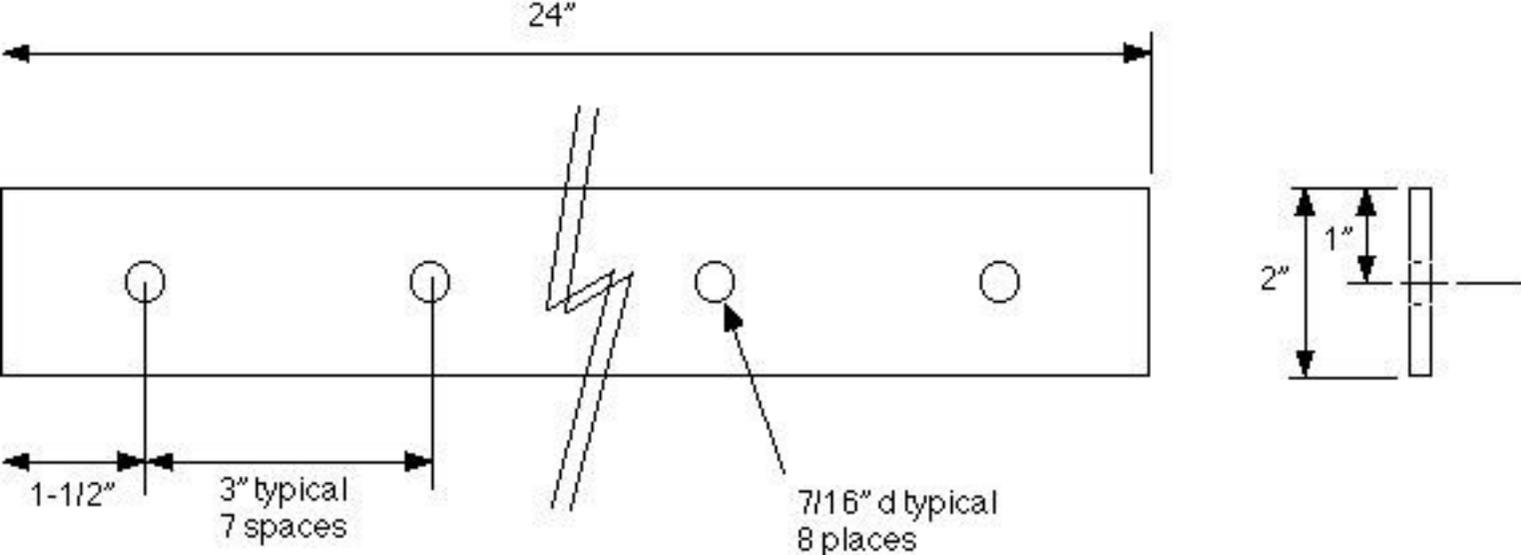
12" structural overlap

Stage 2  
87 inches  
~280 pounds

21" structural overlap

Stage 3  
132 inches  
~475 pounds





TRACC Modular Base  
Doubler

1-21-03

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