



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

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

May 1, 2013

In Reply Refer To:
HSST/CC-115E

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

Dear Mr. Smith:

This correspondence supersedes existing eligibility letter HSST/CC-115B dated December 21, 2012 and is in response to your request for furthered consideration of the Federal Highway Administration (FHWA) to review additional information of the as-described roadside safety system for eligibility for reimbursement under the Federal-aid highway program.

Name of system: Trinity TL2 SOFT-STOP Terminal
Type of system: W-Beam Guardrail Terminal
Test Level: MASH Test Level 2 (TL-2)
Testing conducted by: Original testing by Texas Transportation Institute
Task Force 13 Designator: SEW22B
Date of request: January 23, 2013
Date of final package: April 12, 2013

Decision:

The following device is eligible, with details provided in the form which is attached as an integral part of this letter.

- Trinity TL2 SOFT-STOP Terminal

Based on a review of previous crash tests submitted by the manufacturer certifying the device described herein meets the crash test and evaluation criteria of the American Association of State Highway and Transportation Officials' Manual for Assessing Safety Hardware (MASH), 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.

FHWA: HSST: WLongstreet: sf.x60087: WLongstreet: 4/24/13
File: h://directory folder/HSST/CC-115E TL2 Soft Stop Terminal.docx
cc: HSST Will Longstreet

Requirements

To be found eligible for Federal-aid funding, roadside safety devices should meet the crash test and evaluation criteria contained in the American Association of State Highway and Transportation Officials' Manual for Assessing Safety Hardware (MASH).

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 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 MASH 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 test and evaluation criteria of the MASH.
- To prevent misunderstanding by others, this letter of eligibility is designated as number CC-115E 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.
- 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.
- The Trinity SOFT-STOP Terminal is a patented product and considered proprietary. If proprietary systems are specified by a highway agency for use on Federal-aid projects: (a) they must be supplied through competitive bidding with equally suitable unpatented items; (b) the highway agency must certify that they are essential for synchronization with the existing highway facilities or that no equally suitable alternative exists; or (c) they must be used for research or for a distinctive type of construction on relatively short sections of road for experimental purposes.

Our regulations concerning proprietary products are contained in Title 23, Code of Federal Regulations, Section 635.411.

Sincerely yours,

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

Enclosures