

FHWA Letters – Allowable Options for the MSKT

- CC-126 – MSKT Test Level 3 (06/10/16)
- CC-126A – allowing 12" deep blockouts or 8" blockouts (01/24/17)
- **CC-126B – allowing 15'-7 ½" long panel second rail ****
- CC-126C – allowing wood CRT posts at locations 3-8 (12/27/16)
- CC-126D – Test Level 2 (03/15/17)
- CC-126E – allowing 2-ft offset (01/24/17)
- CC-126F – powder coated (12/27/16)
- CC-126G – MSKT MASH 2016 (06/01/18)
- CC-130 – use of MSKT impact head on NCHRP 350 SKT (10/03/16)

** FHWA letter CC-126B allowing a 15'-7 ½" long second rail was written but was never signed or issued. Before it was signed, **FHWA issued an Open Letter to all in the highway safety hardware and roadside design community dated May 26, 2017.** That letter states "FHWA will no longer provide Federal-aid eligibility letters for modifications made to an AASHTO MASH-crash tested device." Therefore, FHWA letter CC-126B does not exist.

This FHWA Open Letter further states "*The changes promote efficiency of Federal resources while advancing our Federal role to support public safety and ensuring that **decision-making is at the State and local level.** The FHWA will address the initial "entry" of a device into the possibility for Federal-aid reimbursement, through examining crash testing, but **the final decisions on selection and modifications to devices will be at the State and local level.***"

It also says "*States and manufacturers will now have an outstanding opportunity to collaborate and deploy manufacturers' innovative modifications in a timely manner and/or respond to State-specific needs requiring significant and non-significant modifications - without the need of another Federal-aid eligibility letter from FHWA.*"