



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

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

January 29, 2010

In Reply Refer To:
HSSD/CC-88D

Mr. John C. Durkos
Vice President Technical Support and Marketing
Road Systems, Inc.
3616 Howard County Airport
Big Spring, TX 79720

Dear Mr. Durkos:

This letter is in response to your request for the Federal Highway Administration's (FHWA) acceptance of two modified roadside safety devices for use on the National Highway System (NHS).

Name of devices:	TL-2 SKT and TL-2 FLEAT W-Beam Guardrail Terminals for the Midwest Guardrail System (MGS)
Type of device:	Midwest W-Beam Guardrail Terminals
Test Level:	NCHRP Report 350 Test Level 2
Testing conducted by:	N/A
Date of request:	May 29, 2009
Date acknowledged:	June 29, 2009

You requested that we find these devices acceptable for use on the NHS under the provisions of National Cooperative Highway Research Program (NCHRP) Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features."

Requirements

Roadside safety devices should meet the guidelines contained in the NCHRP Report 350 or the American Association of State Highway and Transportation Officials' "Manual for Assessing Safety Hardware." The FHWA Memorandum "Identifying Acceptable Highway Safety Features" of July 25, 1997, provides further guidance on crash testing requirements of longitudinal barriers.



Description

The Sequential Kinking Terminal (SKT) and Flared Energy Absorbing Terminal (FLEAT) have been successfully crash tested and accepted by the FHWA:

Test Level 3 (TL-3) SKT and FLEAT terminals for the MGS are covered by the FHWA Acceptance Letters CC-88 dated March 8, 2005, and CC-88A dated June 1, 2008.

Test Level 2 (TL-2) SKT and FLEAT terminals for the standard metric height guardrail system are covered by the FHWA Acceptance Letters CC-46B dated May 21, 1999, for the TL-2 FLEAT terminal and CC-40A dated February 4, 2000, for the SKT terminal.

Enclosed for reference are drawings of your proposed TL-2 MGS SKT and TL-2 FLEAT steel post and wood post terminals. The designs of these TL-2 MGS terminals are essentially the same as the Accepted TL-3 MGS terminals except for the terminal length and number of breakaway posts. For the TL-2 SKT-MGS terminal, the length is reduced from 50 feet, 0 inches to 25 feet, 0 inches with fewer breakaway posts, i.e., for the TL-2 system, post #6 and beyond are now a standard line post. For the TL-2 FLEAT-MGS terminal the length of the straight flare is reduced from 37 feet, 6 inches to 25 feet, zero inches. The corresponding range of end-offset is reduced from 2 feet, 6 inches and 4 feet, 0 inches to 1 foot, 8 inches and 2 feet, 8 inches respectively. The TL-2 FLEAT-MGS terminal also has one fewer breakaway post, i.e., for the TL-2 system, post #6 is now a standard line post. Also, note that the layouts of the TL-2 MGS terminals are identical to those used for the approved TL-2 metric height terminals.

Analysis

NCHRP Report 350 guidelines recommend a total of up to seven full-scale crash tests for gating guardrail terminals. It was your opinion that no additional full-scale crash tests are required to evaluate the safety performance of these proposed TL-2 MGS terminal designs. First, the layouts of the TL-2 MGS terminals are the same as those for the FHWA-accepted TL-2 metric height terminals. This tells us that the proposed TL-2 MGS terminals will also be able to manage the energy of the impacting vehicle as did the crash-tested systems. Second, the TL-2 MGS terminal designs are essentially the same as those of the approved TL-3 MGS terminal designs except for the shorter terminal length and fewer breakaway posts.

Findings

The modified TL-2 FLEAT-MGS and TL-2 SKT-MGS terminals described above and detailed in the enclosed drawings are acceptable for use on the NHS under the range of conditions tested, when acceptable to a highway agency.

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

- This acceptance is limited to the crashworthiness characteristics of the devices and does not cover their structural features, nor conformity with the Manual on Uniform Traffic Control Devices.
- Any changes that may adversely influence the crashworthiness of the device will require a new acceptance letter.

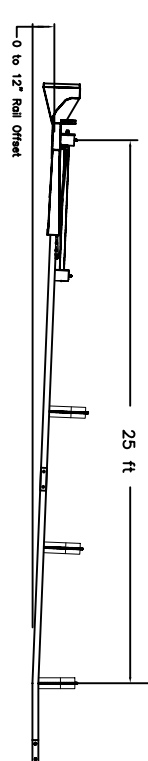
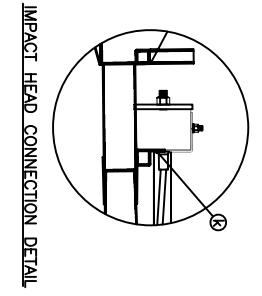
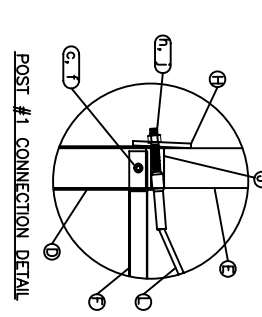
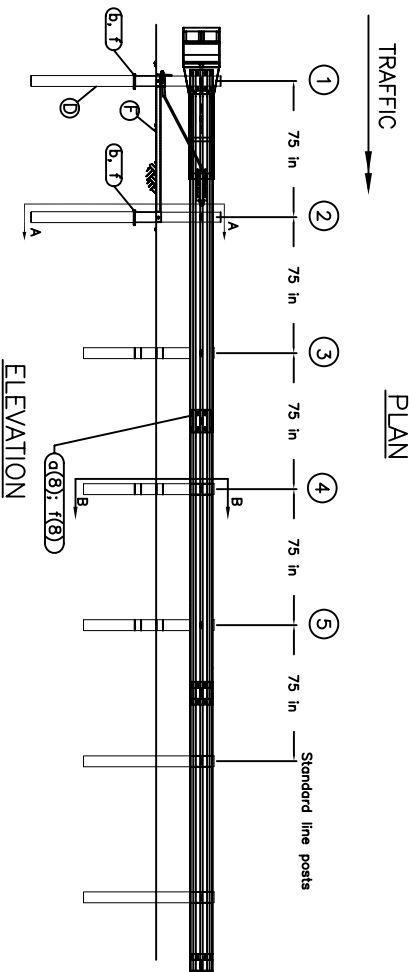
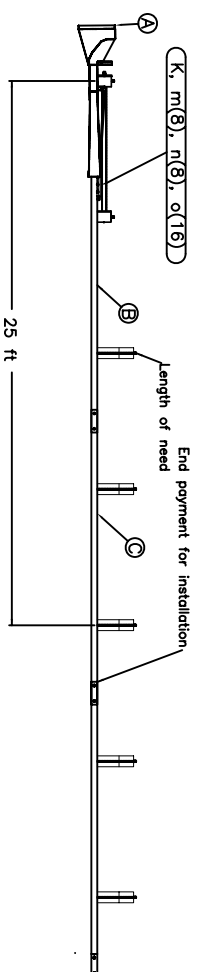
- Should the FHWA discover that the qualification testing was flawed, that in-service performance reveals unacceptable safety problems, or that the device being marketed is significantly different from the version that was crash tested, we reserve the right to modify or revoke our acceptance.
- You will be expected to supply potential users with sufficient information on design and installation requirements to ensure proper performance.
- You will be expected to certify to potential users that the hardware furnished has essentially the same chemistry, mechanical properties, and geometry as that submitted for acceptance, and that it will meet the crashworthiness requirements of the FHWA and the NCHRP Report 350.
- To prevent misunderstanding by others, this letter of acceptance is designated as number CC-88D 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.
- The FLEAT and SKT end terminals are patented products and considered proprietary. If proprietary devices are specified by a highway agency for use on Federal-aid projects, except exempt, non-NHS 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.
- This acceptance letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented device for which the applicant is not the patent holder. The acceptance letter is limited to the crashworthiness characteristics of the candidate device, and the FHWA is neither prepared nor required to become involved in issues concerning patent law. Patent issues, if any, are to be resolved by the applicant.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "David A. Nicol".

David A. Nicol, P.E
Director, Office of Safety Design
Office of Safety

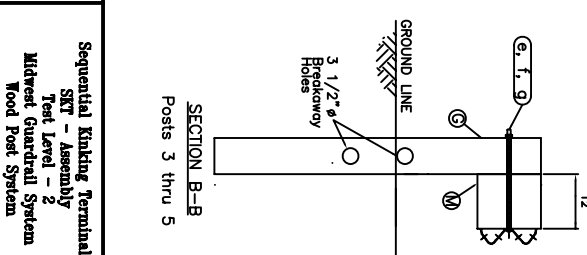
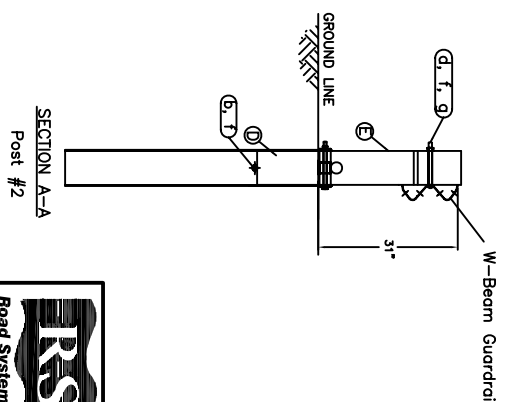
Enclosures



OPTIONAL FLARED INSTALLATION
25:1 maximum flare rate

GENERAL NOTES:

1. Breakaway posts are required with the SKT.
2. All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
3. The SKT can be flared at a rate of up to 25:1 to prevent the impact head from encroaching on the shoulder.
4. The foundation tubes shall not protrude more than 4" above the ground (measured along a 5' cord). Site grading may be necessary to meet this requirement.
5. When rock is encountered, a 12" Ø post hole, 20" into the rock surface may be used if approved by the engineer. Granular material will be placed to the bottom of the hole, approximately 2.5" deep to provide drainage. The first two posts can be field cut to length, placed in the hole and backfilled with adequately compacted material excavated from the hole.
6. The breakaway cable assembly must be taut. A locking device (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening nuts.
7. A site evaluation should be considered if there is less than 25' between the outlet side of the terminal and any adjacent driving lane.
8. The soil tubes may be driven with an approved driving head. They shall not be driven with the post in the tube.
9. The wood blockouts should be "toe-nailed" to the rectangular wood posts to prevent them from turning when the wood shrinks.



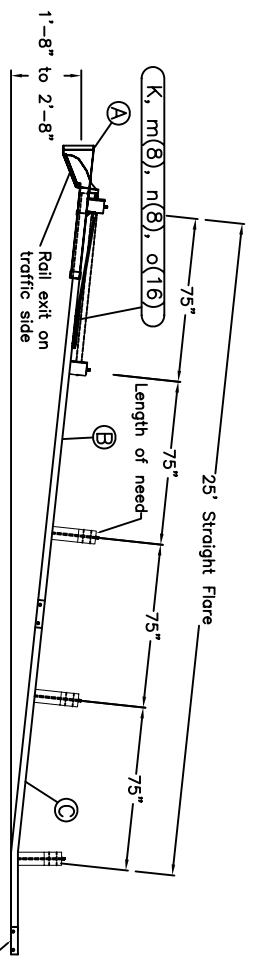
IDENTITY	DESCRIPTION	ITEM NO.
A	1 IMPACT HEAD	SS000
B	1 W-BEAM GUARDRAIL END SECTION, 12 Ga.	MSS-SRT303
C	1 W-BEAM GUARDRAIL, 12 Ga.	MSS-G1203
D	2 FOUNDATION TUBE	E731
E	2 BCT WOOD POST	MSS-P650
F	1 GROUND STRUT	E780
G	3 CRT WOOD POST	MSS-P671
H	1 BEARING PLATE	E750
J	1 PIPE SLEEVE	E740
K	1 CABLE ANCHOR BOX	S760
L	1 BCT CABLE ANCHOR ASSEMBLY	E770
M	3 MSS TIMBER BLOCKOUT OR EQUIV.	P618
HARDWARE (ALL DIMENSIONS IN INCHES)		
N	16 5/8" x 1 1/4" SPUCE BOLT	BS80122
O	2 5/8" x 7 1/2" HEX BOLT	BS80754
P	2 5/8" x 10 HEX BOLT	BS81004
Q	1 5/8" x 10 H.G.R. BOLT	BS81002
R	3 5/8" x 22 H.G.R. BOLT	BS82202
S	24 5/8" H.G.R. NUT	N050
T	4 H.G.R. WASHER	W050
U	2 1 ANCHOR CABLE HEX NUT	N100
V	2 1 ANCHOR CABLE WASHER	W100
W	3 3/8" x 3 LAG SCREW	E350
X	2 CABLE ANCHOR BOX SHOULDER BOLT	SS99A
Y	8 1/2 A325 STRUCTURAL NUT	N055A
Z	8 1 1/16 OD x 9/16 ID A325 STR. WASHER	W050A

RST
Road Systems, Inc.
11000
P.O. Box 488-266-345
or Phone: 585-346-0741

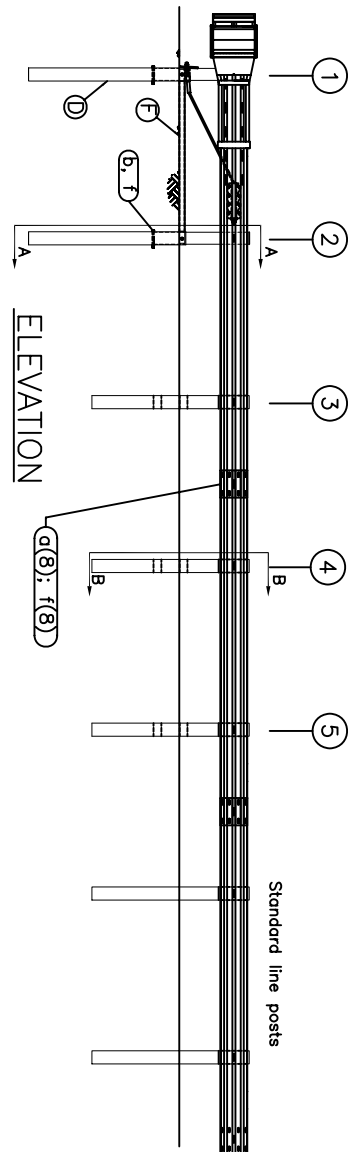
Sequential Kinking Terminal
SKT - Assembly
Test Level - 2
Midwest Guardrail System
Wood Post System

Drawing Name: SKT-MGS-T12-N-US
Scale: NONE
Rev: 0

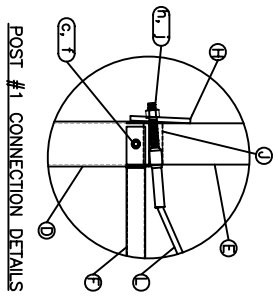
DATE: 06/28/09
BY: JRR



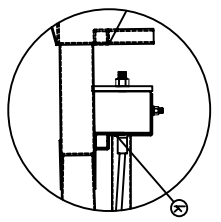
TRAFFIC
PLAN



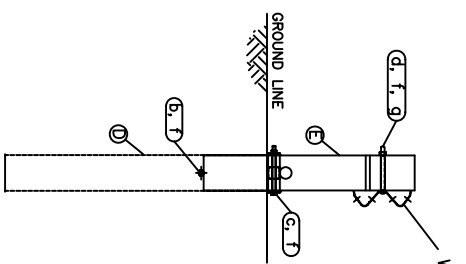
ELEVATION



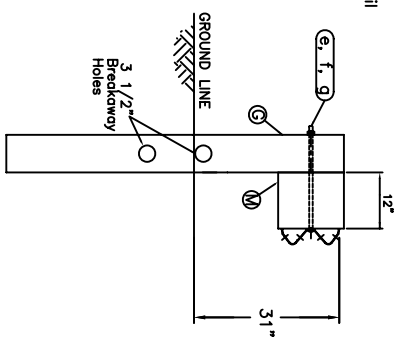
POST #1 CONNECTION DETAILS



IMPACT HEAD CONNECTION DETAIL



SECTION A-A
Post #2



SECTION B-B
Posts 3 thru 5

ITEM QTY	BILL OF MATERIALS	ITEM NO.
A 1	IMPACT HEAD	F3000
B 1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	MGS-SF7303
C 1	W-BEAM GUARDRAIL, 12 Ga.	MGS-G1203
D 2	FOUNDATION TUBE	E731
E 2	BOT WOOD POST	MGS-PR60
F 1	GROUND STRUT	E780
G 3	CRT WOOD POST	MGS-P671
H 1	BEARING PLATE	E750
J 1	PIPE SLEEVE	E740
K 1	CABLE ANCHOR BOX	S760
L 1	BOT CABLE ANCHOR ASSEMBLY	E770
M 3	MGS TIMBER BLOCKOUT OR RECV. EQUIV.	P618
HARDWARE (ALL DIMENSIONS IN INCHES)		
a 16	5/8" x 1 1/4" SPLICE BOLT	B560122
b 2	5/8" x 7 1/2" HEX BOLT	B560754
c 2	5/8" x 10" HEX BOLT	B561004
d 1	5/8" x 10" H.G.R. BOLT	B561002
e 3	5/8" x 22" H.G.R. BOLT	B562202
f 24	5/8" H.G.R. NUT	N050
g 4	H.G.R. WASHER	W050
h 2	1" ANCHOR CABLE HEX NUT	N100
j 2	1" ANCHOR CABLE WASHER	W100
k 2	3/8" x 3" LAG SCREW	E350
m 8	CABLE ANCHOR BOX SHOULDER BOLT	S5584
n 8	1/2" A325 STRUCTURAL NUT	N0554
o 16	1 1/8" OD x 9/16" ID A325 STR. WASHER	W0504

GENERAL NOTES:

1. Breakaway posts are required with the FLEAT.
2. All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
3. The foundation tubes shall not protrude more than 4 in above the ground (measured along a 5' cord). Site grading may be necessary to meet this requirement.
4. When rock is encountered, a 12" Ø post hole, 20 in into the rock surface may be used if approved by the engineer. Granular material will be placed in the bottom of the hole, approximately 2.5" deep to provide drainage. The first two posts can be field cut to length, placed in the hole and backfilled with adequately compacted material excavated from the hole.
5. The breakaway cable assembly must be fault. A locking device (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening nuts.
6. The soil tubes may be driven with an approved driving head. They shall not be driven with the post in the tube.
7. The wood blockouts should be "toe-nailed" to the rectangular wood posts to prevent them from turning when the wood shrinks.

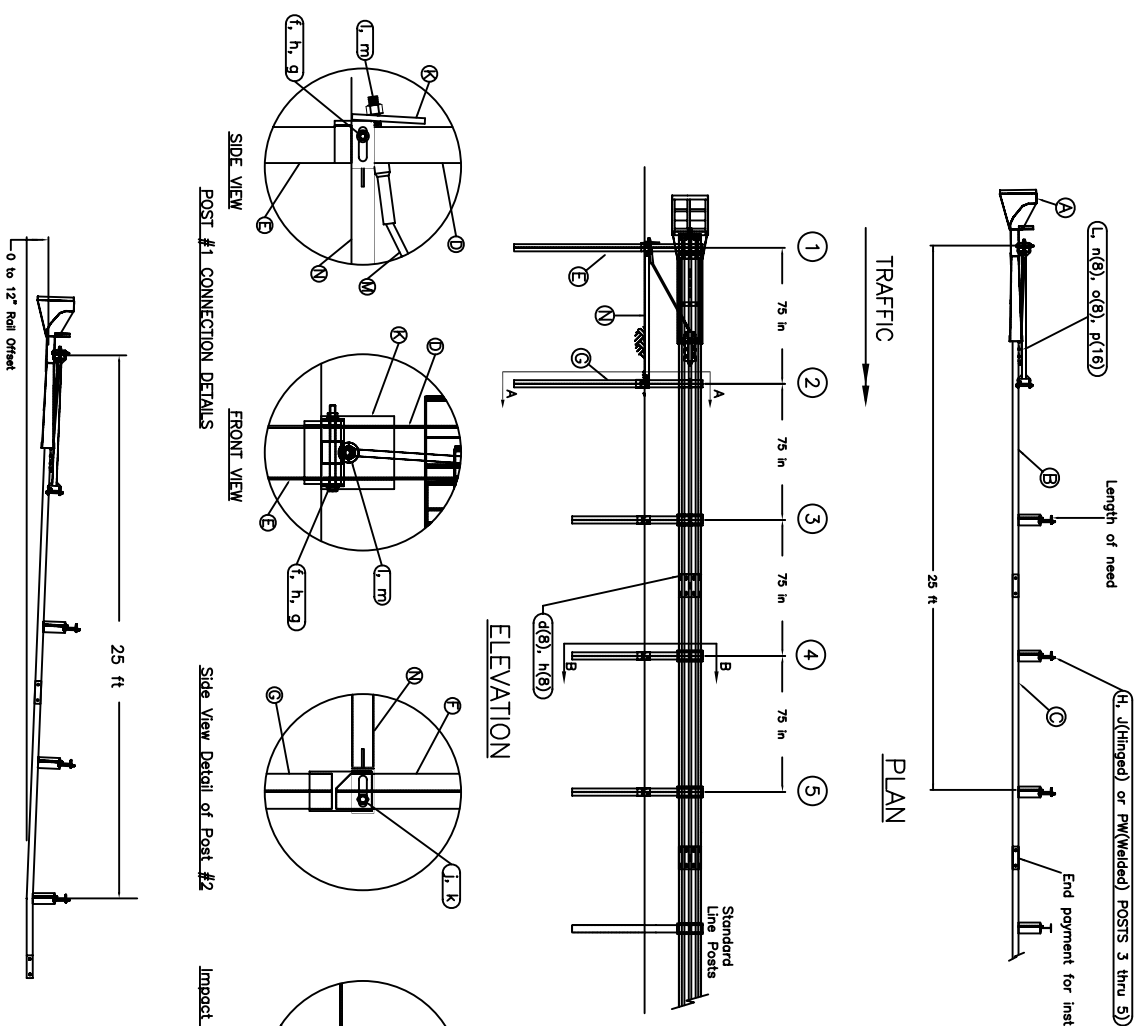
Road Systems, Inc.

1100 S. State St., Suite 100
P.O. Box 100
St. Joseph, MO 64504-0100
Phone: 816-234-0721

Flared Energy Absorbing
Terminal - FLEAT Assembly
Midwest Guardrail System
Test Level - 2
Wood Post System

Scale: None

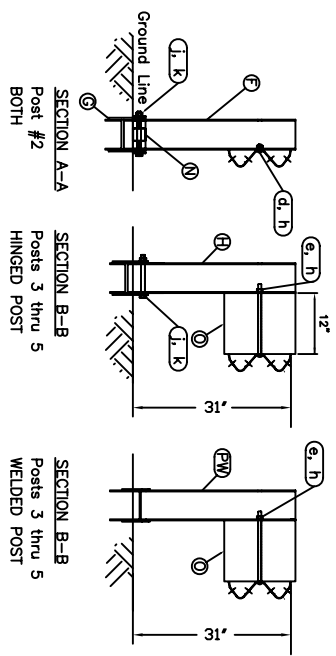
Rev: 0



OPTIONAL FLARED INSTALLATION
25:1 maximum flare rate

GENERAL NOTES:

1. Breakaway posts are required with the SKT.
2. All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
3. The SKT can be flared at a rate of up to 25:1 to prevent the impact head from encroaching on the shoulder.
4. The lower sections of the posts shall not protrude more than 4" above the ground (measured along a 5' cord). Site grading may be necessary to meet this requirement.
5. The lower section of the hinged posts should not be driven with the upper post attached. If the post is placed in a drilled hole, the backfill material must be satisfactorily compacted to prevent settlement.
6. When rock is encountered, a 10" Ø post hole, 20" into the rock surface may be used if approved by the engineer. Granular material will be placed in the bottom of the hole, approximately 2.5" deep to provide drainage. Posts 1 & 2 can be field cut to length, placed in the hole and backfilled with adequately compacted material.
7. The breakaway cable assembly must be fault. A locking device (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening nuts.
8. A site evaluation should be considered if there is less than 25' between the outlet side of the terminal and any adjacent driving lane.



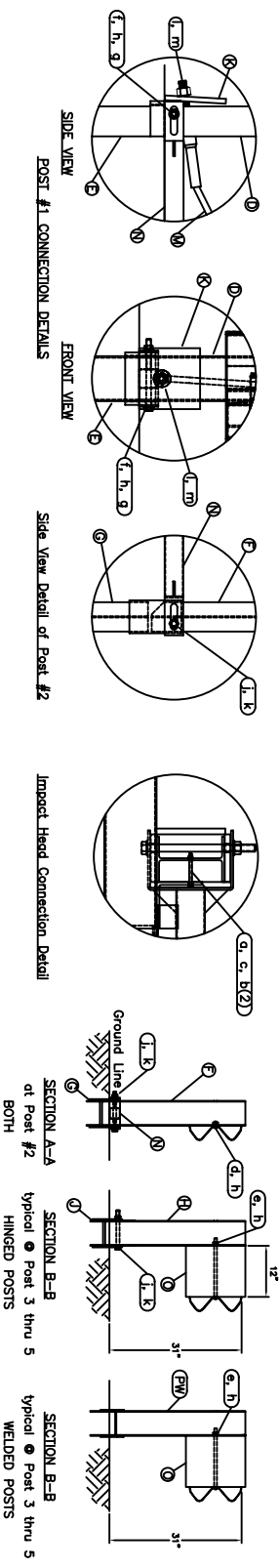
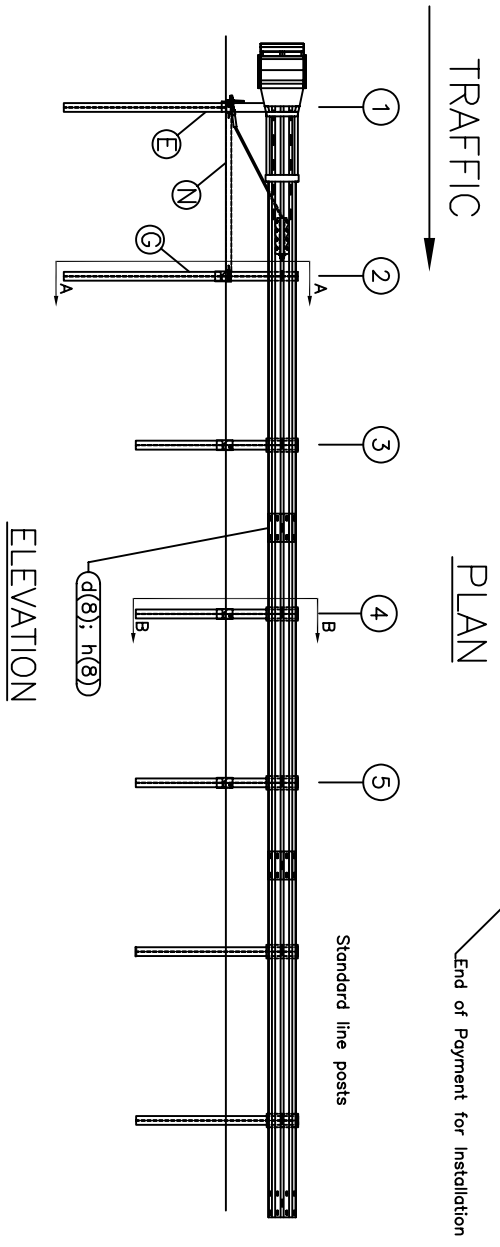
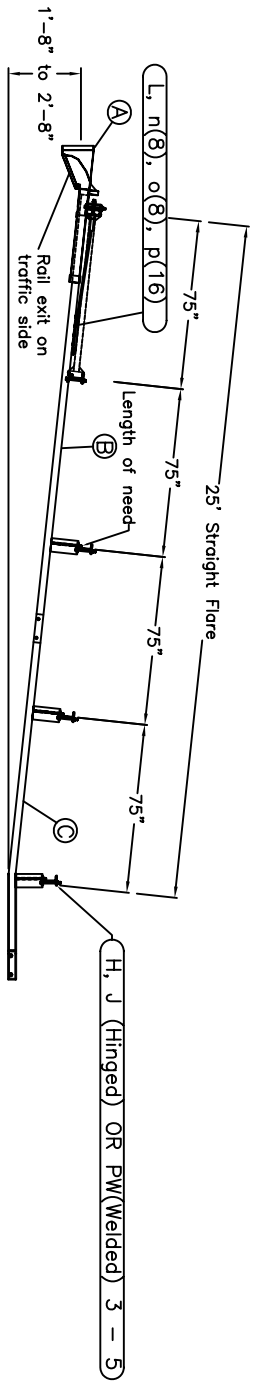
ITEM NO.	ITEM NO.	QUANTITY	DESCRIPTION	ITEM NO.
A	1	1	IMPACT HEAD	SS3000
B	1	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	MSS-SF1303
C	1	1	W-BEAM GUARDRAIL, 12 Ga.	MSS-61203
D	1	1	FIRST POST ASSEMBLY TOP	MSS-HP1A
E	1	1	FIRST POST ASSEMBLY BOTTOM	HP1B
F	1	1	SECOND POST ASSEMBLY TOP	MSS-HP2A
G	1	1	SECOND POST ASSEMBLY BOTTOM	HP2B
H	3	3	BREAKAWAY LINE POST TOP	MSS-HP3A
I	3	3	BREAKAWAY LINE POST BOTTOM	MSS-HP3B
J	1	1	BEARING PLATE	ET50
K	1	1	CABLE ANCHOR BOX	S760
L	1	1	BOT CABLE ANCHOR ASSEMBLY	ET70
M	1	1	GROUND STRUT HINGED POST	S785
N	3	3	MSS TIMBER BLOCKOUT OR RECYC. EQUIV.	PG18
O	3	3	HARDWARE (ALL DIMENSIONS IN INCHES)	
P	2	2	1/4 x 4 HEX BOLT Grade 5	B140404A
Q	4	4	1/4 WASHER	W014
R	2	2	1/4 HEX NUT	N014
S	17	17	5/8 Dia. x 1 1/4 SPLICE BOLT, POST #2	BS80122
T	3	3	5/8 Dia. x 14 H.G.R. BOLT (POSTS 3 THRU 5)	BS81402
U	1	1	5/8 Dia. x 9 HEX BOLT GRD 5	BS80904A
V	1	1	5/8 WASHER	W050
W	21	21	5/8 Dia. H.G.R. NUT	N050
X	4	4	3/4 Dia. x 8 1/2 HEX BOLT GRD A449	BS40854A
Y	4	4	3/4 Dia. HEX NUT	N030
Z	1	1	ANCHOR CABLE HEX NUT	N100
aa	2	2	ANCHOR CABLE WASHER	W100
ab	1	1	ANCHOR BOX SHOULDER BOLT	SS58A
ac	8	8	1/2 A325 STRUCTURAL NUT	N055A
ad	16	16	1 1/16 OD x 9/16 ID A325 STR. WASHER	W050A
WELDED POST QUANTITIES				
aw	3	3	WELDED BREAKAWAY POST	PR621
ax	1	1	3/4 Dia. x 8 1/2 HEX BOLT GRD A449	BS40854A
ay	1	1	3/4 Dia. HEX NUT	N030

RST
Road Systems, Inc.
11000 Highway 111
P.O. Box 288-288
or Phone: 585-346-0741

Sequential Kinking Terminal
SKT Assembly
Test Level - 2
Midwest Guardrail System
Steel Post System
Hinged and Welded Options

Drawing Number: SKT-MGS-TL2-S-US
Scale: NONE
Rev: 0

Date: 05/28/09
By: JRR
Sheet: A1



BILL OF MATERIALS

ITEM NO.	DESCRIPTION	QUANTITY
A	1 IMPACT HEAD	12000
B	1 W-BEAM GUARDRAIL END SECTION, 12' Lg.	MS-8-1203
C	1 W-BEAM GUARDRAIL, 12' Lg.	MS-8-1203
D	1 FIRST POST ASSEMBLY TOP	MS-8-1203
E	1 FIRST POST ASSEMBLY BOTTOM	MS-8-1203
F	1 SECOND POST ASSEMBLY TOP	MS-8-1203
G	1 SECOND POST ASSEMBLY BOTTOM	MS-8-1203
H	1 BREAKAWAY LINE POST TOP	MS-8-1203
I	1 BREAKAWAY LINE POST BOTTOM	MS-8-1203
J	1 BEARING PLATE	MS-8-1203
K	1 CABLE ANCHOR BOX	MS-8-1203
L	1 BOT CABLE ANCHOR ASSEMBLY	MS-8-1203
M	1 GROUND STRUT/TIMBERED POST	MS-8-1203
N	1 WELDED W/FLAT END SECTION (IN REVISION)	MS-8-1203
O	1 3/4" x 4" HEX BOLT (END 5)	8142424
P	1 1/4" WASHER	8142424
Q	1 1/4" HEX NUT	8142424
R	1 1/2" x 1/2" x 1/4" SPRUCE BOLT (POST #2)	5560122
S	1 5/8" Dia. x 1.14 H.A.R. BOLT (POSTS 3 THRU 5)	5560142
T	1 5/8" WASHER	MS-8-1203
U	1 5/8" Dia. H.A.R. NUT	MS-8-1203
V	1 3/4" Dia. x 6 1/2" HEX BOLT (END 444)	8340814
W	1 1" ANCHOR CABLE HEX NUT	MS-8-1203
X	1 ANCHOR CABLE WASHER	MS-8-1203
Y	1 CABLE ANCHOR BOX SHOULDER BOLT	MS-8-1203
Z	1 1/2" A325 STRUCTURAL NUT	MS-8-1203
AA	1 1/8" x 1 1/8" x 8 7/8" ID A325 STR. WASHER (WOOD)	MS-8-1203
AB	1 STEEL BREAKAWAY POST	MS-8-1203
AC	1 3/4" Dia. x 8 1/2" HEX BOLT (END 444)	8340814
AD	1 3/4" Dia. HEX NUT	MS-8-1203

GENERAL NOTES:

1. Breakaway posts are required with the FLEAT.
2. All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
3. The lower sections of the posts shall not protrude more than 4 in above the ground (measured along a 5' cord). Site grading may be necessary to meet this requirement.
4. The lower sections of the hinged posts should not be driven with the upper post attached. If the post is placed in a drilled hole, the backfill material must be satisfactorily compacted to prevent settlement.
5. When rock is encountered, a 10" Ø post hole, 20 in into the rock surface may be used if approved by the engineer. Granular material will be placed in the bottom of the hole, approximately 2.5' deep to provide drainage. The first two posts can be field cut to length, placed in the hole and backfilled with adequately compacted material excavated from the hole.
6. The breakaway cable assembly must be taut. A locking device (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening nuts.

Road Systems, Inc.
The Systems, Inc.
Phone: 482-285-2485
or Fax: 482-285-0721

Flared Energy Absorbing Terminal - FLEAT Assembly
Midwest Guardrail System
Test Level - 2
Steel Post System
Hinged and Welded Options

Sheet: A1
Date: 05/28/2009
By: JRR
Scale: None
Rev: 0

Drawing Name: FL-T-MGS-TL2-S-US