

Construction Memo No. 6-01

MEMO TO: Chief District Engineer
TEBM's for Construction
District Construction Engineer
Resident Engineers
Active Consultant Engineers

FROM: Dexter Newman, P. E. Director
Division of Construction

DATE: September 19, 2001

SUBJECT: Straps on Wooden Guardrail Posts

During several recent final inspections it was found that the wooden posts of the guardrail end treatments had a metal strap around the posts. This strap was not galvanized and resembles a standard metal packing strap. Also it was found only on the first two posts of the end treatment. The Standard Drawings, Specifications, and other information that the Cabinet had made no reference to the need for this strap.

As it turns out, the supplier, Trinity Industries, Inc., had started providing posts with this metal strap to address a problem of splintering of the post during vehicle impact. They had not provided anyone with notification of this change. Please review the enclosed letter they sent our Division of Design. During your review please note the FHWA approval of the change and the misuse of mm for meter units.

The strap is meant to address a problem that essentially does not involve end treatments installed to Kentucky standards (note 1.07 and 1.22 meter compared to our 0.9 m offsets) and is thus nonessential. If these have been inadvertently removed during installation do not try to reinstall, but on any new installations leave these straps on.

If you should have any questions, please contact Division of Construction, Frankfort.

c.c.	J. M. Yowell	Simon Cornett
	Cliff Linkes	Steve Goodpaster
	Rick Stansel	C. O. Engineers
	Chuck Knowles	KAHC
	J. D. Stone	FHWA
	Gary Sharpe	

TRINITY INDUSTRIES, INC.



September 13, 2001

Mr. Darrell H. McAlister
Division of Highway Design
Standard Drawing Section
State Office Building
Frankfort, KY. 40622

Re: Trinity Industries, SRT 350

Dear Darrell:

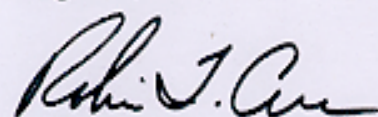
Firstly, let me apologize for the inconvenience and difficult position we have saddled you with recently. I wish to convey to you that this event certainly was not intentional and I want you and Bill to understand I will make every effort to advise you of any Trinity product changes/revisions/modifications in the future. After speaking with some of my associates, I believe we have been supplying the newer version of the SRT 350 for awhile. Be that as it may, please see the following:

I have enclosed for your use our drawing illustrating the 19mm steel strap to be used at posts 1 & 2 only. Additionally, I have enclosed the FHWA approval letter for the newer SRT 350 systems. It is important to note in the approval letter that the 19 mm steel strap is only required for use on the 1.07 mm and 1.22 mm offset layout. The State of Kentucky only installs the .9 mm offset system, thus the strap is not required. Checking with our production people and since we do not know what offset each and every customer uses, Trinity ships the straps with each SRT 350 unit. The only other difference in the newer SRT 350 system from the ROSS 350 is the 4 slot guards as opposed to 5 slot guards in the old ROSS 350 unit. In summary, the newer version of our SRT 350 allows for a .9 mm, 1.07 mm, or a 1.22 mm offset, required use of 19 mm steel strap approximately 25 mm below the post bolt hole in posts 1 and 2, and the use of 4 slot guards instead of 5 slot guards. Remember, the steel strap is not required on the .9 mm offset. Other than these items, the systems are identical. Hopefully you and Bill will find these items to be of minor importance. Also, please refer to my previous letter to your attention dated August 1, 2001, whereas I advise you that Trinity has standardized panel #1

in the SRT 350 family. I think I included the panel drawing with this letter. Should you need additional drawings of this panel or have any questions pertaining to this panel standardization, just let me know.

Again, we regret how this information was brought to your attention and will do a better job of promptly supplying you the information first hand for your review and approval. Trinity remains committed to researching and developing the best possible highway safety products. Should you have any questions or wish to discuss this product in more detail, just contact me at 800-835-6054 or e-mail me at robin.cera@trin.net. Again, we would like to thank you in advance for your continued support.

Regards,



Robin Cera
Regional Marketing Manager

cc: Ray Miller, Highway Safety Products Sales