

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRAFFIC OPERATIONS

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July 19, 2016

Mr. Gregg Mitchell
President
Trinity Highway Products, LLC
2525 N. Stemmons Freeway
Dallas, TX 75207

Dear Mr. Mitchell:

The California Department of Transportation (Caltrans) is concerned that Trinity Highway Products, LLC's (Trinity) SRT 350 6-post, 8-post, and 9-post systems, as well as the SRT-27SP and SRT-31 guardrail end treatments are designed in such a way that they can easily be installed and repaired incorrectly. The second slotted rail and slot guard bolt patterns are directionally specific, i.e. consisting of an upstream and downstream end, and must be assembled in the proper orientation. However, the second slotted rail and slot guard bolt patterns are designed and manufactured to be symmetrical such that the components are capable of orientation in either direction. The instructional materials and drawings provided by Trinity do not clearly illustrate, nor draw attention to, the correct assembly; nor do they identify the potential for, and risks associated with, reversed assembly. This has resulted in some improper installations.

As the sole manufacturer and supplier of the SRT systems, Trinity is responsible for identifying and eliminating the risk of reverse assembly. Caltrans has implemented protective measures to reduce the risk of reverse assembly and enhance protection for the travelling public. Caltrans requests that Trinity, as its supplier of SRT systems, take appropriate protective measures as well.

Effective immediately, Caltrans is suspending the use of the SRT 350 6-post, 8-post, and 9-post systems, as well as the SRT-27SP and SRT-31 guardrail end treatments in state highway projects and for replacement and repairs of existing installations, until these issues are addressed.

This suspension will apply to the installation and replacement of all SRT systems until such time as Trinity corrects the problem. Caltrans requests Trinity either modify the design so it can only be installed correctly, and/or provide conspicuous on-product markings, along with appropriate instructions, to prevent reversed assembly of the second rail and slot guards.

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In addition, Trinity must also correct Caltrans' current inventory of uninstalled second rails and slot guards. This may be effectuated by replacement of the current inventory with newly designed or marked second rails and slot guards, application by Trinity of permanent, conspicuous markings directly on Caltrans' existing inventory of second rails and slot guards before installation, or repurchase of Caltrans' unused inventory. Any existing, unshipped orders must be similarly corrected before shipment.

Upon Trinity taking corrective measures through redesign and/or permanent, conspicuous on-product markings with improved instructional materials, and correction of Caltrans' current inventory of uninstalled second rails and slot guards, Caltrans shall promptly reevaluate its suspension of the use of SRT systems.

If you have any questions please feel free to contact Duper Tong, Chief, Office of Traffic Engineering (916) 654-5176, or by e-mail at Duper.Tong@dot.ca.gov.

Sincerely,



THOMAS P. HALLENBECK, Chief
Division of Traffic Operations

c: Duper Tong, Chief, Office of Traffic Engineering, Division of Traffic Operations

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bc: Malcolm Dougherty, Director
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Jeanne Scherer, Chief Counsel
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