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-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.”