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| **Roadside Safety Pooled Fund Program** **Research Problem Statement** | State:  Minnesota (MN-91) **DRAFT**  (TTI\_MN Problem Statement Treated Wood Post Strength) |
| Title:  W-Beam Wood Post  Strength Analysis of Preservation Treatment Methods | |
| Problem Statement:  We were just recently made aware of an issue regarding potential strength variations of W-beam wood posts versus treatment methods. Minnesota specifications no longer allow CCA treated wood products, because of this change; we have become aware of the fact that wood strength does vary with the type of preservation treatment used. This affects all wood post proprietary products as well as non-proprietary products.  Trinity Highway Products has recently determined that the since the Wood Post ET-Plus was crash tested with CCA treated post, they will only ship CCA treated posts. Other treatment options (Penta in this case for Minnesota) cannot be shipped without FHWA approval.  This has left the State with no viable alternative to repair existing wood posts. Some systems can be completely replaced with a steel post option. However, other systems have no tested steel post option. | |
| Objectives of the Study:  The objective of the study would be to test post strength versus treatment methods and determine if the variation of strength due to treatment methods is within the normally accepted range of overall wood post variations. | |
| Expected Benefits:  The results of testing will provide the roadside safety community with an expected strength tolerance range of treatment methods. It will help determine if this is something to be concerned about or not. | |
| Description of the Proposed Feature to be Tested: *(Be as detailed as possible. Include drawings and/or plans, if available.)*  Proposed pendulum testing of strong post w-beam standard wood posts, BCT posts, and CRT posts. The samples will include CCA treated, Penta Treated, and Untreated. Additional variation testing could be done on the BCT and CRT posts to compare wood grades, to further the strength variation knowledge comparison to treatment methods. | |
| Estimated Cost *(of the feature per linear foot installed):* | Total Estimated Cost of Crash Test: |
| Contact Person: | Telephone: |