Mr. Bill Korman

Korman Signs, Incorporated
3029 Lincoln Avenue
Richmond, VA 23228
Dear Mr. Korman:
This is in response to your letters of April 17 and June 16, 2003, requesting Federal Highway Administration (FHWA) acceptance of variations to a number of your company's portable sign stands as crashworthy traffic control devices for use in work zones on the National Highway System (NHS). Accompanying your letter were descriptions and drawings of the devices, and references to the crash tests you believe substantiate your requests. You asked 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." As many of the stands are already covered under FHWA Acceptance Letter WZ-100, originally issued on June 20, 2002, WZ-100, Amendment \#1, dated January 23, 2003, and Amendment \#2, dated April 21, 2003, you asked that we consider this a request to amend WZ-100 with the updated information.

## Introduction

The FHWA guidance on crash testing of work zone traffic control devices is contained in two memoranda. The first, dated July 25, 1997, titled "INFORMATION: Identifying Acceptable Highway Safety Features," established four categories of work zone devices: Category I devices were those lightweight devices which could be self-certified by the vendor, Category II devices were other lightweight devices which needed individual crash testing, Category III devices were barriers and other fixed or massive devices also needing crash testing, and Category IV devices were trailer mounted lighted signs, arrow panels, etc. The second guidance memorandum was issued on August 28, 1998, and is titled "INFORMATION: Crash Tested Work Zone Traffic Control Devices." This later memorandum lists devices that are acceptable under Categories I, II, and III.

A brief description of your requests, including designation of the sign stands and the sizes and substrates you wish to use follows.

## Request Number 1:

Stands: Any Type III Barricade that is NCHRP Report 350 accepted

Signs: $\quad$| 60x60-inch or smaller diamond or square |
| :--- |
|  |
| $48 \times 60$-inch or smaller rectangle, or |
|  |
| 25 square feet or smaller for any combination of multiple signs in any |
| arrangement of mounting heights that meets the mounting height requirements |
|  |
| below. |

Substrates: 2 mm thick Alpolic® 350
Mounting Ht: Variable:
Minimum: 12 inches above the roadway
Maximum: The bottom of the sign(s) shall be no higher than the bottom of the top rail of the barricade. Signs will be mounted directly to the rails.
Other: Ballast will be acceptable.

## Request Number 2:

| Stands: | SS560EE, SS560AEE |
| :--- | :--- |
| Signs: | $60 \times 60$ inch or smaller diamond or square (at lower mounting heights) |
|  | $48 \times 48$ inch or smaller diamond or square (at dual mounting heights) |
| Substrates: | $48 \times 60$ or smaller rectangle <br> 0.100 inch and 0.080 inch Aluminum <br> $5 / 8$ inch or $1 ⁄ 2$ inch plywood |
|  | 6.35 mm SP , Endurance, HDPE, |
|  | 10 mm CP, Roll Up, |

Dual
Mounting Ht: 84 inches and 60 inches for diamond
88 inches and 64 inches for rectangle,
21 inches for supplemental
Other: $\quad$ With or without $48 x 30$ inch or smaller supplementary panels using 10 mm CP , Alpolic ® 350, or roll up
With or without flags, lights, or ballast.

## Request Number 3:

Stands: SS548EE, SS548AEE
Signs: $\quad 60 \times 60$ inch or smaller diamond or square (at lower mounting heights)
$48 \times 48$ inch or smaller diamond or square (at dual mounting heights)
48x60 or smaller rectangle
Substrate: $\quad 0.100$ inch and 0.080 inch Aluminum
$5 / 8$ inch and $1 / 2$ inch plywood
6.35 mm SP, Endurance, HDPE, (all rigid at 60 inch mounting height only) Alpolic $\circledR^{\circledR} 350$, 3-4 mm Reynobond ${ }^{\circledR}$, Dibond ${ }^{\circledR}$, or equivalent ACS at dual mounting heights

Dual

Mounting Ht: 60 inches and 19 to 21 inches for diamond, 63 inches and 22 inches for rectangle, and 25 inches for supplemental signs.
Other: $\quad$ With or without $48 \times 30$ inch or smaller supplementary panels using 10 mm CP , Alpolic ${ }^{\circledR} 350$, or roll up
With or without flags, lights, or ballast.

## Request Number 4:

Stands: SS560, SS560A, SS560E, SS560AE
Signs: 60x60 inch or smaller diamond or square for SS560E and SS560AE
$48 \times 48$ inch or smaller diamond or square for SS560 and SS560A
$48 \times 60$ or smaller rectangle for all
Substrate: Roll up
Mounting Ht: 84 inches for diamond and rectangle
21 inches for supplemental
Other: $\quad$ With or without $48 \times 30$ inch or smaller supplementary panels using 10 mm CP , Alpolic ${ }^{\circledR} 350$, or roll up
With or without flags, lights, or ballast.

## Request Number 5:

Stands: SS1 (Tripod)
Signs: $\quad 48 \times 48$ inch or smaller diamond or square
$48 \times 60$ or smaller rectangle for all
Substrate: $\quad 0.100$ and 0.080 Aluminum, $5 / 8$ and $1 / 2$ inch plywood, Endurance ${ }^{\circledR}, 6.35 \mathrm{~mm} \mathrm{SP}$, HDPE, 10 mm CP, Alpolic $\circledR^{\circledR}$, roll up, and 3-4 mm aluminum composite signs.
Mounting Ht: 13 to 14 inches for diamond, 24 inches for rigid rectangle 13 to 28 inches for roll up rectangle signs measuring $48 \times 60$ and $48 \times 24$ inches
Other: $\quad$ With or without flags, ballast, or a light.

## Request Number 6:

Barricade: $\quad$ The Korman Model WBT3 Type III Barricade, framed with 14 gage, $13 / 4$ inch to 2 inch PSST or Qwik Punch uprights, legs, and optional crossbar with tubing connections made by bolted splice plates and/or stub receivers
Rails: $\quad 8$ inch wide extruded plastic or Alpolic ${ }^{\circledR} 350$
Height: 5 feet or 7 feet high
Length: $\quad 4$ feet to 12 feet long
Signs: $\quad 60 \times 60$ inch or smaller diamond or square for SS560E and SS560AE
$48 \times 48$ inch or smaller diamond or square for SS560 and SS560A
$48 \times 60$ or smaller rectangle for all
Up to 33 total square feet or smaller for any combination of multiple signs in any arrangement of mounting heights that meet the mounting height requirements below.

Substrate: $\quad 2 \mathrm{~mm}$ thick Alpolic ${ }^{\circledR} 350$ for the signs
Mounting Ht: Minimum 12 inches above the pavement
Maximum the bottom of the sign shall be no higher than the bottom of the top rail of the barricades. Signs may be mounted directly to the rails
Other: $\quad$ Barricade may be used with or without sand bags as ballast, or with or without conventional warning lights.

The purpose of Request \#1 is to clarify the intent of WZ-100 Request which was to accept the use of up to 25 square feet of Alpolic ${ }^{\circledR} 350$ sign or combination of signs mounted directly to the rails of any NCHRP Report 350 accepted Type III barricade and be more specific about the physical mounting height limitations.

The purpose of Request \#2 is to alter the SS560E and SS560AE stands so that they may accommodate 84 " mounting heights as well as the previously accepted 60 " height. The upper mast is 15 " longer to allow this taller placement.

The purpose of Request \#3 is to alter the SS548E and SS548AE stands so that they can accommodate Alpolic $\circledR^{\circledR} 350$ and 0.100 Aluminum signs at 60 inches. They have been tested at 19 and 21 inches with substrates from roll ups to rigid. The SS560 sign stand family has also been tested with solid aluminum signs mounted at 60 inches (where the sign detaches and goes over the vehicle.) Unmodified, they can accommodate a rollup sign by attaching the vertical fiberglass spreader to the top of the mast. Your request is to extend the upright and add a mounting bracket so that this stand can accommodate signs at the 60 inch mounting height in addition to the 19 to 21 inch mounting heights.

The purpose of Request \#4 is to allow the use of the SS560, SS560A, SS560E, and SS560AE stands with the rollup signs at 84 inches simply by raising the pivot point of the fiberglass spreaders to the top of the mast, rather than having the top of the sign affixed to the top of the mast. The upper portion of the mast will separate from the stand and pass over the vehicle.

The purpose of Request \# 5 is to include the warning light that was recently tested and was found to perform acceptably. During the tests, (impacts 103A and 103B) the lights detached shortly after impact and passed harmlessly over the vehicle.

The purpose of Request \#6 is to broaden the acceptance of the Korman Type III barricade from the original configuration (impacts 2A, 3B, 58A, 59B, 60A) to a wider range of heights, widths, and sign mountings tested recently (impacts 101A, 101B, 102A, 104B, and 105A.) The tests, summarized below, did not result in any penetration of the windshield.

| Length: 8 feet | Height: 5 feet, | Plastic Rails: No windshield |
| :---: | :--- | :--- |
| damage |  |  |
| Length: 8 feet | Height: 5 feet, | Alpolic Rails: No windshield |

Length: 8 feet Height: 5 feet,
Alpolic Rails: No windshield
contact
Length: 12 feet Height: 7 feet,
Length: 12 feet Height: 5 feet,
Plastic Rails: Moderate cracking
Plastic Rails: Moderate cracking
The 12 foot long, 5 foot high barricade replicates the general design of the barricade tested for the Michigan Department of Transportation (MDOT) that failed using wood rails. The testing conducted for MDOT impacted the device head on and at an angle of 90 degrees. As the headon test was the one that failed, the Korman Type III 12 foot x 5 foot barricade was tested head on with successful results. Note that heights between 5 and 7 feet should be avoided.

The following enclosures detail the sign and barricade designs, plus summarize the requested changes and the crash testing that has been done to support the requests.

Enclosure 1 is a drawing showing the clarifications of sign sizes and placement on Type III Barricades.
Enclosure 2 is a SS560EE drawing showing the 84" mounting height for rigid signs.
Enclosure 3 is a SS560EE drawing showing the 84" mounting height for rollup signs.
Enclosure 4 is a SS560AEE drawing showing the 84 " mounting height for rigid signs.
Enclosure 5 is a SS560AEE drawing showing the 84 " mounting height for rollup signs.
Enclosure 6 is a SS548EE drawing showing the 60" mounting height for rigid signs.
( 60 " mounting height accepted by WZ-100, Request 3 for Roll Up Signs)
Enclosure 7 is a SS548AEE drawing showing the 60 " mounting height for rigid signs. (60" mounting height accepted by WZ-100, Request 3 for Roll Up Signs)
Enclosure 8 is a SS560 drawing showing the 84 " mounting height for rollup signs.
Enclosure 9 is a SS560A drawing showing the 84 " mounting height for rollup signs.
Enclosure 10 is a SS560E drawing showing the 84" mounting height for rollup signs.
Enclosure 11 is a SS560AE drawing showing the 84 " mounting height for rollup signs.
Enclosure 12 is an updated product description and glossary summarizing the additional items.
Enclosure 13 is a Summary of Requests Chart.
Enclosure 14 is a Summary of Accepted Devices Chart.
Enclosure 15 is a drawing showing the construction details of Model WBT3 Type III barricades and clarifications of sign sizes and placement.
Enclosure 16 is a SS1 drawing showing the stand with a light attached.
Enclosure 17 is a summary of crash tests conducted.
Enclosure 18 is a drawing of the light bracket for barricades.
Enclosure 19 is a drawing of the light bracket for the SS1 tripod sign stand.

## Findings

We concur in your requests as they are based on current testing, prior testing, or logical
extrapolation. Therefore, the devices described in the various requests above and detailed in the enclosed tables and drawings are acceptable for use on the NHS under the range of conditions tested, when proposed by a State. Please note that Enclosure \#14 summarizes all acceptable sign stands that were accepted by WZ-100 and this Amendment and all prior Amendments.

Please note the following standard provisions that apply to FHWA letters of acceptance:
! Our 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, it reserves the right to modify or revoke its 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 they will meet the crashworthiness requirements of FHWA and NCHRP Report 350.
! To prevent misunderstanding by others, this letter of acceptance, designated as number WZ-100 Amendment \#3 shall not be reproduced except in full. This letter, and the test documentation upon which this letter is based, is public information. All such letters and documentation may be reviewed at our office upon request.

The Korman sign stands may include patented components and if so are considered "proprietary." The use of proprietary work zone traffic control devices in Federal-aid projects is generally of a temporary nature. They are selected by the contractor for use as needed and removed upon completion of the project. Under such conditions they can be presumed to meet requirement "a" given below for the use of proprietary products on Federal-aid projects. On the other hand, if proprietary devices are specified for use on Federal-aid projects, except exempt, non-NHS projects, they: (a) must be supplied through competitive bidding with equally suitable unpatented items; (b) the highway agency must certify that they are essential for synchronization with
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, a copy of which is enclosed.

Sincerely yours,

Michael S. Griffith
Acting Director, Office of Safety Design Office of Safety

Enclosures

FHWA:HSA-1:NArtimovich:tb:x61320:6/30/03
File: h://directory folder/nartimovich/WZ100AmendTHREEFIN
cc: HSA-10 (Reader, HSA-1; Chron File, HSA-10;
R.Powers, HSA-10)


Enclosure 2




Enclosure 5




Enclosure 7

## BACK VIEW



## SS548AEE



TOP VIEW

BASE:
1 1/4" X 14 GAUGE SQUARE STEEL TUBING
WITH 3/16" THICK STEEL LEG MTG. FLANGES
TELESCOPIC LEGS:
$11 / 4 "$ AND 1 " X . 100 " THICK SQUARE
ALUMINUM TUBING
TELESCOPIC MAST -- 1" X 14 GAUGE
SQUARE STEEL TBG.
SPRINGS -- EXTENSION TYPE
FINISH -- ZINC/ALUMINUM

## DSK人 <br> Korman Signs

| SCHEMATIC DRAWING FOR MODEL SS548AEE |  |  |
| :--- | :---: | :---: |
| SIGN STAND WITH A 48"×48" ALPOLIC 350 SIGN AT 60" |  |  |
| SCALE: NOT TO SCALE |  |  |
| DATE:3/7/03 |  |  |

Enclosure 8


Enclosure 9


Enclosure 10



## Product Description and Glossary of Terms

SS560: X footprint stand with telescopic steel square tube legs. The sign support assembly consists of a pivoting steel tube upright that contains a telescopic steel tube mast topped with 3 flag holders, built in rigid and roll up sign holders, and is connected to the base via two vertically positioned extension springs. This stand supports rigid or roll up signs at a normal operating height of 60 inches ( 1524 mm ) above the ground.
SS560A: Same X footprint stand as SS560 but the telescopic leg assemblies are square aluminum tubing instead of steel.
SS560E: Same as SS560 except telescopic mast is longer to accommodate a 60 " x 60 " sign.
SS560EE: Same as SS560 except the mast is taller and instead of the fixed lower sign holder there is an adjustable one to achieve the 84 inch as well as the 60 inch mounting heights for both rigid and roll up signs.
SS560AE: Same as SS560A except telescopic mast is longer to accommodate a 60 " x 60 " sign.
SS560AEE: Same as SS560EE but the telescopic leg assemblies are square aluminum tubing instead of steel.
SS548EE: Based on the SS548 model X footprint stand with the additions of telescopic steel square tube legs, an extra adjustable lower sign holder, taller upright and a taller mast. The sign support assembly consists of a pivoting steel tube upright that contains a telescopic steel tube mast topped with 3 flag holders, built in rigid and roll up sign holders, and is connected to the base via two vertically positioned extension springs. This stand supports rigid or roll up signs at the normal operating heights of 21 inches ( 533 mm ) or at 60 inches ( 1524 mm ) above the ground.
SS548AEE: Same as SS548EE except the telescopic leg assemblies are aluminum square tubing.
WBT3SWH Type III Barricade: Welded stub receivers on the legs for the uprights and a horizontal cross-brace, range from 4 feet to 12 feet long and heights of 5 feet and 7 feet with either hollow extruded plastic or Alpolic 350 rails, up to 33 square feet of Alpolic 350 signs attached to rails, with or without warning lights.
WBT3SW: Same as WBT3SWH except no horizontal cross-brace
WBT3BRH: Same as WBT3SWH except splice plate brackets are used to join steel members
WBT3BR: Same as WBT3BRH except no horizontal cross-brace
Alpolic: Signs with this designation are manufactured from Alpolic $\circledR^{\circledR}$ 350, a 2 mm aluminum composite material manufactured by Mitsubishi Chemical America and normally covered with 3M reflective sheeting.
Roll Up: Signs with this designation indicate either mesh fabric, 3M RS34 or 3M RS24 roll up material with cloth or plastic pockets and either two or three cross braces (ribs) depending on the sign shape and application.
Flags: $24 \times 24$ vinyl flags mounted on a $3 / 4$ diameter wooden dowel 36 in. long. Model VFO2436 Ballast: Sand Bags weighing 45 to 50 lbs.
3-4mm ACS: An aluminum composite material similar to ALPOLIC® 350 its thickness is 3 or 4 mm .

| Request \# | Stands | Max. Sign Size(s) | Mounting Heights | ¢ <br> $\stackrel{1}{1}$ <br> $\stackrel{\text { N }}{ }$ | $\begin{aligned} & \dot{\pi} \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \dot{\widetilde{c}} \\ & 0 \\ & 0 \end{aligned}$ |  | $\begin{aligned} & 0 \\ & 0 \\ & 3 \\ & 3 \\ & \frac{3}{0} \\ & N \\ & \lambda \end{aligned}$ |  |  | $\begin{aligned} & \underline{Q_{1}} \\ & \stackrel{0}{1} \end{aligned}$ | $\begin{aligned} & \circ \\ & \stackrel{0}{0} \\ & \\ & \stackrel{0}{O} \\ & \frac{0}{4} \end{aligned}$ | $\begin{aligned} & 0 \\ & 0 \\ & \varepsilon \\ & \underline{Z} \\ & 0 \\ & \hline \end{aligned}$ | $\begin{aligned} & \stackrel{0}{2} \\ & \overline{\bar{O}} \\ & \underset{\sim}{2} \end{aligned}$ |  |  | $\begin{gathered} \pi \\ \frac{\pi}{4} \\ \hline 0 \\ 3 \\ 3 \end{gathered}$ | $\begin{aligned} & \frac{\pi}{0} \\ & \begin{array}{l} 3 \\ \hline \end{array} \\ & 0 \\ & 3 \\ & 3 \end{aligned}$ | $\begin{aligned} & 0_{0}^{2} \\ & \stackrel{\pi}{\sigma} \\ & \infty \\ & 0 \\ & 3 \\ & 3 \end{aligned}$ | Test Reference |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

WZ-100, AMENDMENT 3


| Request \# | Stands | $\begin{aligned} & \text { Max. Sign } \\ & \text { Size(s) } \\ & \hline \end{aligned}$ | Mounting Heights | $\dot{\widetilde{1}}$ $\stackrel{\sim}{n}$ $\underset{\sim}{1}$ | $\begin{aligned} & \dot{4} \\ & 0 \\ & \hline-1 \end{aligned}$ | $\begin{aligned} & \dot{\mathbb{x}} \\ & 0 . \end{aligned}$ | $\begin{aligned} & \overline{0} \\ & 0 \\ & 0 \\ & \vdots \\ & \frac{1}{n} \\ & \infty \\ & n \end{aligned}$ | $\begin{aligned} & \overline{0} \\ & 0 \\ & \vdots \\ & \vdots \\ & \frac{1}{n} \\ & N \end{aligned}$ | $\begin{gathered} 0 \\ 0 \\ E \\ E \\ \\ \\ \end{gathered}$ |  | $\begin{aligned} & \text { 山 } \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ |  | 0 <br> 0 <br> $E$ <br> $\vdots$ <br> $\vdots$ | $$ |  | $\begin{aligned} & \hline \overline{0} \\ & \stackrel{0}{\tilde{0}} \\ & 0 \\ & \dot{0} \\ & \frac{0}{0} \\ & \frac{0}{3} \end{aligned}$ | $\begin{gathered} 8 \\ \frac{\pi}{4} \\ \frac{\pi}{4} \\ \frac{3}{3} \end{gathered}$ | $\begin{aligned} & \stackrel{1}{6} \\ & \hline 0 \\ & \hline 0 \\ & 0 \\ & 3 \\ & 3 \end{aligned}$ |  | Test Reference |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

## WZ-100, AMENDMENT 2

| 1 | SS548ETL | 48x48 | 21 |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | WZ-21,29,100 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | SS548ETL | 48x48 | 60 |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  |  |  |  |  |
|  | SS548AETL | $48 \times 48$ | 21 |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  |
|  | SS548AETL | 48x48 | 60 |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  |  |  |  |  |

## WZ-100, AMENDMENT 1

| 1 | SS548UC | $60 \times 60$ | 21 |  |  |  |  |  |  |  |  | $\checkmark$ |  |  |  |  | $\checkmark$ |  | $\checkmark$ | 100A, 100B, |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | SS548UCA | 48x60 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5A, 5B, |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 37A, 37B, 48B |
| 2 | SS548UCR | $60 \times 60$ | 13 |  |  |  |  |  |  |  |  | $\checkmark$ |  |  |  |  | $\checkmark$ |  | $\checkmark$ | 100A, 100B, |
|  | SS548UCRA | $48 \times 60$ |  |  |  |  |  |  |  |  |  | $\checkmark$ |  |  |  |  | $\checkmark$ |  | $\checkmark$ | 7A, 7B, |
|  | SS560UCR |  |  |  |  |  |  |  |  |  |  | $\checkmark$ |  |  |  |  | $\checkmark$ |  | $\checkmark$ | 23A, 23B, 48A |
|  | SS560UCRA | 60x60 |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  |  |  | $\checkmark$ |  | $\checkmark$ |  |
| 3 | SS548SSUC | 48x60 | 21 |  |  |  |  |  |  |  |  | $\checkmark$ |  | $\checkmark$ |  |  | $\checkmark$ |  | $\checkmark$ | 100A, 100B, |
|  | SS548SSUCA |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  | $\checkmark$ |  |  | $\checkmark$ |  | $\checkmark$ | 5A, 5B, |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 37A, 37B, 48B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| WZ-100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | SS560 | 60x60 | 60 | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\sqrt{ }$ | $\checkmark$ | 1 |  |
|  | SS560A | $48 \times 60$ |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\sqrt{ }$ | $\checkmark$ | $\checkmark$ | 4A, 4B |
|  | SS560E |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | , | $\checkmark$ | $\checkmark$ | 56A, 56B |
|  | SS560AE | $48 \times 30$ Supp. | 21 | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | 55A, 55B |
| 2 | SS548 |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | $\checkmark$ | $\checkmark$ |  |
|  | SS548A |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | $\checkmark$ | $\checkmark$ |  |
|  | SS548E |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | $\checkmark$ | $\checkmark$ |  |
|  | SS548AE | 48x60 | 21 to 24 |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\sqrt{ }$ | $\checkmark$ | $\checkmark$ | 86B |
|  | SS548C |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | 69B |
|  | SS548CE |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | 61A |
|  | SS548CA |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | $\checkmark$ | - | 8A, 8B |
|  | SS548CAE |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | $\checkmark$ | $\checkmark$ |  |
| 3 | SS548E | 60x60 | 48 min . |  |  |  |  |  |  |  |  |  |  | $\checkmark$ |  | $\sqrt{ }$ | $\checkmark$ |  | $\checkmark$ | 56A, 56B |
|  | SS548AE |  |  |  |  |  |  |  |  |  |  |  |  | $\checkmark$ |  | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | 73B, 85B |
|  | SS548CE |  |  |  |  |  |  |  |  |  |  |  |  | $\checkmark$ |  | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | 1A, 1B |
|  | SS548CAE | $48 \times 30$ Supp. | 21 |  |  |  |  |  |  |  |  |  |  | $\checkmark$ |  | $\checkmark$ | $\checkmark$ |  | $\checkmark$ | 4A, 4B, |


| Request \# | Stands | Max. Sign Size(s) | Mounting Heights | $\begin{aligned} & \dot{<} \\ & \stackrel{n}{n} \\ & \underset{\sim}{n} \end{aligned}$ | $\begin{aligned} & \dot{\mathbb{r}} \\ & 8 \\ & \stackrel{O}{1} \end{aligned}$ | $\begin{aligned} & \dot{<} \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $$ | $\begin{aligned} & \overline{0} \\ & 0 \\ & \vdots \\ & \lambda \\ & \lambda \\ & N \\ & \lambda \end{aligned}$ | $\begin{gathered} 0 \\ \cdots \\ \varepsilon \\ \varepsilon \\ \\ 0 \\ 0 \end{gathered}$ |  | $\begin{aligned} & \text { 山 } \\ & \text { م } \\ & \text { م } \end{aligned}$ |  | $\begin{aligned} & 0 \\ & 0 \\ & E \\ & \vdots \\ & 0 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 잉 } \\ & \overline{\bar{O}} \\ & \hline \end{aligned}$ | $\begin{aligned} & 0 \\ & 0 \\ & \underset{4}{1} \\ & \varepsilon \\ & E \\ & \underset{y}{c} \\ & m \end{aligned}$ | $\overline{0}$ $\stackrel{1}{0}$ 0 $\dot{2}$ $\stackrel{0}{3}$ 0 3 | $\begin{aligned} & 0 \\ & \frac{\pi}{11} \\ & 0 \\ & 3 \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{\pi}{0} \\ & \frac{0}{3} \\ & 0 \\ & 3 \\ & 3 \end{aligned}$ | $\begin{aligned} & { }_{\tilde{W}}^{0} \\ & \stackrel{0}{\overline{0}} \\ & 0 \\ & 0 \\ & 3 \\ & 3 \end{aligned}$ | Test Reference |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4 | Type III Barricade | $\begin{array}{l\|l} 60 \times 60 \\ 60 \times 48 \end{array}$ | direct mt. to a rail |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  |  |  |  |  | $\sqrt{ }$ | 58A, 59B, 60A |
|  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  |  |  |  |  | $\checkmark$ | 2A, 3B |
| 5 | SS1 <br> w/wo sand bag | $48 \times 48$ rigid $48 \times 48$ roll up $48 \times 60$ rigid $48 \times 60$ roll up | $\begin{aligned} & 14 \\ & 16 \\ & 24 \\ & 24 \end{aligned}$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\checkmark$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  |  |  |  | 66A, 66B, 73B, |
|  |  |  |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | 87A,87B, |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  |  |  |  | WZ-78A, WZ-103 |
| 7 | SS548ESS548AESS548CESS548CAE | 60x60 | $\begin{aligned} & 19 \\ & 21 \end{aligned}$ |  |  |  |  |  |  |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  | $\checkmark$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | 68B, 76B, 81B |
|  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ | 6A, 6B |
| 8 | SS548SS548ASS548CSS548CA | 60x60 | $\begin{aligned} & 19 \\ & 21 \end{aligned}$ |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\checkmark$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\checkmark$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\checkmark$ | 76B, 81B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\checkmark$ | WZ-29 |
| 9 | SS548UCSS548UCASS548UCXSS548UCAX | $\begin{array}{\|l\|} \hline 60 \times 60 \\ 48 \times 60 \end{array}$ | 21 |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\checkmark$ | 99A, 99B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | 5A, 5B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | WZ-29, WZ-57 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | WZ-17, WZ-32 |
| 10 | SS560UCSS560UCASS560UCXSS560UCAX | $\begin{aligned} & 60 \times 60 \\ & 48 \times 60 \end{aligned}$ | 60 |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ |  | $\checkmark$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ | 99A, 99B |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ |  | $\checkmark$ | WZ-29, WZ-57 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ | WZ-17, WZ-32 |
| 11 | SS548UCRSS548UCRASS560UCRSS560UCRASS548UCRXSS548UCRAXSS560UCRXSS560UCRAX | $\begin{aligned} & 60 \times 60 \\ & 48 \times 60 \end{aligned}$ | 13 |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\checkmark$ | $\begin{aligned} & 7 \mathrm{~A}, 7 \mathrm{~B} \\ & 99 \mathrm{~A}, 99 \mathrm{~B} \\ & \mathrm{WZ-21} \end{aligned}$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\sqrt{ }$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ |  | $\checkmark$ |  |
| 12 | SS548SS548ESS548ASS548AESS548CSS548CESS548CASS548CAE | $\begin{aligned} & 48 \times 48 \\ & 48 \times 60 \end{aligned}$ | $\begin{aligned} & 19 \\ & 21 \end{aligned}$ |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ | 10A, 10B <br> WZ-59, WZ-78A <br> WZ-103 |
|  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  |
|  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ |  |
|  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  |
|  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  |
|  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  |
|  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\sqrt{ }$ |  |
|  |  |  |  |  |  | $\sqrt{ }$ |  |  | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ | $\sqrt{ }$ | $\sqrt{ }$ |  | $\sqrt{ }$ |  | $\sqrt{ }$ | $\sqrt{ }$ | $\checkmark$ |  |

By Mounting Height

|  |  |  | $\begin{aligned} & \text { 〒 } \\ & 8 \\ & \underset{\sim}{C} \end{aligned}$ | $\begin{aligned} & \text { ¢ } \\ & 0 \\ & 00 \end{aligned}$ | $\begin{aligned} & \text { O} \\ & \text { O} \\ & \frac{1}{0} \\ & \frac{\infty}{n} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { ס} \\ & \text { O} \\ & \text { K } \\ & \text { N } \\ & \text { N } \end{aligned}$ |  |  | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \\ & \hline-1 \end{aligned}$ | $\begin{aligned} & \text { 山 } \\ & \stackrel{0}{1} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \text { O} \\ & \text { N } \\ & \text { O} \\ & \text { 으 } \\ & \frac{2}{4} \end{aligned}$ | $\begin{aligned} & \text { 을 } \\ & \overline{\overline{0}} \\ & \underline{\underline{x}} \end{aligned}$ | $\overline{0}$ $\stackrel{0}{0}$ 0 $\vdots$ $\vdots$ 0 0 | $\begin{aligned} & 00 \\ & \frac{0}{4} \\ & \frac{\pi}{4} \\ & 0 \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{7}{0} \\ & \frac{1}{3} \\ & \hline \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | SS560 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60-84 | 21 | yes | yes | yes |
| 2 | SS560E | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60-84 | 21 | yes | yes | yes |
| 3 | SS560EE | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 21 | yes | yes | yes |
| 4 | SS560A | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60-84 | 21 | yes | yes | yes |
| 5 | SS560AE | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60-84 | 21 | yes | yes | yes |
| 6 | SS560AEE | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 60-84 | 21 | yes | yes | yes |
| 7 | SS560UC |  |  |  |  |  |  |  |  |  |  |  | 60 | 21 | yes |  | yes |
| 8 | SS560UCX |  |  |  |  |  |  |  |  |  |  |  | 60 | 21 | yes |  | yes |
| 9 | SS560UCA |  |  |  |  |  |  |  |  |  |  |  | 60 | 21 | yes |  | yes |
| 10 | SS560UCAX |  |  |  |  |  |  |  |  |  |  |  | 60 | 21 | yes |  | yes |
| 11 | SS560UCR |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 12 | SS560UCRX |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 13 | SS560UCRA |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 14 | SS560UCRAX |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 15 | SS548 |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 19-21 |  | yes | yes | yes |
| 16 | SS548E |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 48-60 | 21 | yes | yes | yes |
| 17 | SS548ETL |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 48-60 | 21 | yes | yes | yes |
| 18 | SS548EE |  | 60 | 19, 60 | 19, 60 | 19, 60 | 19, 60 | 19, 60 | 19-21, 60 | 19-21, 60 | 19-21, 60 | 19-21, 60 | 19-21, 60 | 21 | yes | yes | yes |
| 19 | SS548A |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 19-21 |  | yes | yes | yes |
| 20 | SS548AE |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 48-60 | 21 | yes | yes | yes |
| 21 | SS548AETL |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 48-60 | 21 | yes | yes | yes |
| 22 | SS548AEE |  | 60 | 19, 60 | 19, 60 | 19, 60 | 19,60 | 19, 60 | 19-21, 60 | 19-21, 60 | 19-21, 60 | 19-21, 60 | 19-21, 60 | 21 | yes | yes | yes |
| 23 | SS548C |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 19-21 |  | yes | yes | yes |
| 24 | SS548CE |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 48-60 | 21 | yes | yes | yes |
| 25 | SS548CA |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 19-21 |  | yes | yes | yes |
| 26 | SS548CAE |  |  | 19 |  |  | 19 | 19 | 19-21 | 19-21 | 19-21 | 19-21 | 48-60 | 21 | yes | yes | yes |
| 27 | SS548UC |  |  |  |  |  |  |  |  |  |  |  | 21 |  | yes |  | yes |
| 28 | SS548UCX |  |  |  |  |  |  |  |  |  |  |  | 21 |  | yes |  | yes |
| 29 | SS548UCA |  |  |  |  |  |  |  |  |  |  |  | 21 |  | yes |  | yes |
| 30 | SS548UCAX |  |  |  |  |  |  |  |  |  |  |  | 21 |  | yes |  | yes |
| 31 | SS548UCR |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 32 | SS548UCRX |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 33 | SS548UCRA |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 34 | SS548UCRAX |  |  |  |  |  |  |  |  |  |  |  | 13 |  | yes |  | yes |
| 35 | SS1 |  | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 13 |  | yes | yes | yes |
| 36 | WBT3SWH, WBT3SW, WBT3BRH and WBT3BR Type III Bar. |  |  |  |  |  |  |  |  |  |  | yes |  | yes |  | yes | yes |

Rigid rectangular signs mounting height is usually 2-3 inches higher than diamond shape



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| Request Number | 1, 3 | 1, 3 | 1,3 | 1, 3 | 1 | 1 | 2 | 2 | 2 | 2 |
| Test Reference | 4A | 4B | 56A | 56B | 55A | 55B | 8A | 8B | 69B | 86B |
| Stand | SS560AE | SS560A | SS560A | SS560A | SS560 | SS560A | SS548E | SS548E | SS548 | SS548B |
| Sign Size | 60x60, 48x24 | 48x60, 48x24 | 48x48, 48x24 | 48x48, 48x24 | $48 \times 48$ | $48 \times 48$ | $48 \times 60$ | $48 \times 60$ | $48 \times 60$ | $48 \times 60$ |
| Sign Type | . 125 Al, Alpolic | .125 Al, Alpolic | Alpolic | Alpolic | .125 Al | . 125 Al | Roll Up | Roll Up | Alpolic | Roll Up |
| Orientation | Head On | 90 Degree | Head On | 90 Degree | Head On | 90 Degree | Head On | 90 Degree | 90 Degree | 90 Degree |
| Height to Bottom | 60, 21 | 60, 21 | 60, 21 | 60, 21 | 60 | 60 | 21 | 21 | 24 | 21 |
| Height to Top | 144, 45 | 120, 45 | 127, 45 | 127, 45 | 127 | 127 | 81 | 81 | 84 | 81 |
| Height to Top of Mast | 144 | 124 | 127 | 127 | 127 | 127 | 84 | 84 | 87 | 84 |
| Stand Weight | 44 | 43 | 43 | 43 | 50 | 42 | 40 | 40 | 38 | 38 |
| Sign Weight | 44, 5 | 36, 5 | 10, 5 | 10,5 | 28 | 28 | 6 | 6 | 12 | 6 |
| Rib Thickness |  |  |  |  |  |  | 3/16, 3/16 | 3/16, 3/16 |  | 3/16, 3/16 |
| Vehicle Damage | Slight | Slight | Slight | Slight | Slight | Slight | Minor | Minor | Minor/Grill | Minor |
| Windshield Damage | None | None | None | None | None | None | Cracking | Cracking | None | None |
| Intrusion | None | None | None | None | None | None | None | None | None | None |
| Flags | VFO2436 | VFO2436 |  |  | VFO2436 | VFO2436 |  |  |  |  |
| Flag Weight | . 6 | . 6 |  |  | 0.6 | 0.6 |  |  |  |  |
| Light | Yes | Yes |  |  | Yes | Yes |  |  |  |  |
| Light Weight | 4.8 | 4.8 |  |  | 4.8 | 4.8 |  |  |  |  |
| Ballast | No | No | No | No | No | No | No | No | No | No |
| Test Facility | GTL | GTL | KSI | KSI | KSI | KSI | GTL | GTL | KSI | KSI |
| Date of Test | 10/18/01 | 10/18/01 | 2/10/2001 | 2/10/2001 | 2/10/2001 | 2/10/2001 | 10/18/2001 | 10/18/2001 | 8/9/2001 | 10/2/2001 |
| Related WZ Letters | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-29 |
|  |  |  |  |  |  |  |  |  |  |  |
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| Request Number | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 |
| Test Reference | 61A | 1A | 1B | 73B | 2A | 3B | 58A | 59B | 60A | 66A | 66B | 73B |
| Stand | SS548 | SS548E | SS548E | SS548E | Type III | Type III | Type III | Type III | Type III | SS1 | SS1 | SS1 |
| Sign Size | $48 \times 60$ | 60x60 | 60x60 | $48 \times 48$ | 60x60 | 60x60 | $48 \times 48$ | $48 \times 48$ | $48 \times 30$ | $48 \times 48$ | $48 \times 48$ | $48 \times 60$ |
| Sign Type | Alpolic | Roll Up | Roll up | Roll Up | Alpolic | Alpolic | Alpolic | Alpolic | Alpolic | . 08 Al | . 08 Al | . 08 Al |
| Orientation | Head On | Head On | 90 Degree | 90 Degree | Head On | 90 Degree | Head On | 90 Degree | Head On | Head On | 90 Degree | 90 Degree |
| Height to Bottom | 21 | 48 | 48 | 60 | 19 | 19 | 9 | 9 | 41 | 14 | 14 | 24 |
| Height to Top | 81 | 132 | 132 | 144 | 102 | 102 | 76 | 76 | 71 | 73 | 73 | 88 |
| Height to Top of Mast | 84 | 132 | 132 | 90 | 63 | 63 | 63 | 63 | 60 | 73 | 73 | 88 |
| Stand Weight | 38 | 40 | 40 | 40 | 84 | 84 | 84 | 84 | 55 | 20 | 20 | 20 |
| Sign Weight | 12 | 7 | 7 | 6 | 18 | 18 | 10 | 10 | 6 | 18 | 18 | 18 |
| Rib Thickness |  | 1/4, 3/8 | 1/4, 3/8 | 3/16, 3/16 |  |  |  |  |  |  |  |  |
| Vehicle Damage | Bumper | Dents | Dents | Dents | Slight | Severe | Minor | Severe | Hole Roof | Dents | Dents | Dents |
| Windshield Damage | None | Cracking | Cracking | Cracking | None | None | None | None | None | None | None | None |
| Intrusion | None | None | None | None | None | None | None | None | None | None | None | None |
| Flags |  |  |  |  |  |  |  |  |  |  |  |  |
| Flag Weight |  |  |  |  |  |  |  |  |  |  |  |  |
| Ligh |  |  |  |  |  |  |  |  |  |  |  |  |
| Light Weight |  |  |  |  |  |  |  |  |  |  |  |  |
| Ballast | No | No | No | No | Yes* | Yes* | Yes* | Yes* | Yes* | No | No | No |
| Test Facility | KSI | GTKL | GTL | KSI | GTL | GTL | KSI | KSI | KSI | KSI | KSI | KSI |
| Date of Test | 2/10/2001 | \#\#\#\#\#\#\#\# | \#\#\#\#\#\#\#\# | 8/30/2001 | \#\#\#\#\#\#\#\# | \#\#\#\#\#\#\#\# | 2/10/2001 | 2/10/2001 | 2/10/2001 | 8/2/2001 | 8/2/2001 | 8/9/2001 |
| Related WZ Letters | WZ-29 | WZ-29 | WZ-29 | WZ-29 |  |  |  |  |  | WZ-29/103 | WZ-29/103 | WZ-29/103 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |
| * 4 Sand Bags @ 45 lb | each |  |  |  |  |  |  |  |  |  |  |  |
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| Request Number | 5 | 5 | 7 | 7,8 | 7,8 | 7,8 | 8 | 9 | 9 | 11 | 11 |
| Test Reference | 87A | 87B | 68B | 81B | 6A | 6B | 76B | 5A | 5B | 7A | 7B |
| Stand | SS1 | SS1 | SS548E | SS548A | SS548E | SS548E | SS548 | SS548UC | SS548UC | SS548UCR | SS548UCR |
| Sign Size | 48x48 | $48 \times 48$ | 60x60 | 60x60 | 60x60 | 60x60 | 60x60 | 60x60 | 60x60 | 48x60 | $48 \times 60$ |
| Sign Type | . 08 Al | . 08 Al | Alpolic | Roll Up | Alpolic | Alpolic | Roll Up | Roll Up | Roll Up | Roll Up | Roll Up |
| Orientation | Head On | 90 Degree | 90 Degree | 90 Degree | Head On | 90 Degree | 90 Degree | Head On | 90 Degree | Head On | 90 Degree |
| Height to Bottom | 13 | 13 | 21 | 19 | 21 | 21 | 21 | 21 | 21 | 13 | 13 |
| Height to Top | 72 | 72 | 105 | 103 | 105 | 105 | 105 | 105 | 105 | 73 | 73 |
| Height to Top of Mast | 72 | 72 | 105 | 103 | 105 | 105 | 90 | 33 | 33 | 25 | 25 |
| Stand Weight | 20 | 20 | 40 | 31 | 40 | 40 | 38 | 32 | 32 | 24 | 24 |
| Sign Weight | 18 | 18 | 18 | 8 | 18 | 18 | 7 | 8 | 8 | 8 | 8 |
| Rib Thickness |  |  |  | 1/4, 1/4 |  |  | 3/16, 3/16 | 1/4, 3/8 | 1/4, 3/8 | 3/16, 3/8 | 3/16, 3/8 |
| Vehicle Damage | Dents | Hole/Roof | Dents | Minor | Minor | Minor | Uncertain | Slight | Slight | Minor | Minor |
| Windshield Damage | None | Cracking | None | None | None | Cracking | Cracking* | Cracking | Cracking | Cracking | Cracking |
| Intrusion | None | None | None | None | None | None | None* | None | None | None | None |
| Flags | VFO2436 | VFO2436 |  |  | VFO2436 | VFO2436 |  |  |  |  |  |
| Flag Weight | 0.6 | 0.6 |  |  | 0.6 | 0.6 |  |  |  |  |  |
| Light |  |  |  |  | yes | yes |  |  |  |  |  |
| Light Weight |  |  |  |  | 4.8 | 4.8 |  |  |  |  |  |
| Ballast | Yes** | Yes** | No | No | No | No | No | No | No | No | No |
| Test Facility | KSI | KSI | KSI | KSI | GTL | GTL | KSI | GTL | GTL | GTL | GTL |
| Date of Test | 3/6/2002 | 3/6/2002 | 8/9/2001 | 10/2/2001 | \#\#\#\#\#\#\#\# | \#\#\#\#\#\#\#\# | 8/30/2001 | 10/18/2001 | 10/18/2001 | 10/18/2001 | 10/18/2001 |
| Related WZ Letters | WZ-29,103 | WZ-29, 103 | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-29 | WZ-21, 29 | WZ-21, 29 | WZ-21, 29 | WZ-21, 29 |
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| * Interpretation: Vehicl | damaged pr | ior to this test |  |  |  |  |  |  |  |  |  |
| ** 50 lb Sand Bag |  |  |  |  |  |  |  |  |  |  |  |
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| Request Number | 12 | 12 | 9, 10, 11 | 9, 10, 11 | 1,2,3 | 1,2,3 |
| Test Reference | 10A | 10B | 99A | 99B | 100A | 100B |
| Stand | SS548 | SS548 | SS548UCRAX | SS548UCRAX | SS548UCA | SS548UCA |
| Sign Size | $48 \times 48$ | 48×48 | 48×48 | 48x48 | $48 \times 48$ | $48 \times 48$ |
| Sign Type | . 08 Al | . 08 Al | Roll Up | Roll Up | Alpolic 350 | Alpolic 350 |
| Orientation | Head On | 90 Degree | Head On | 90 Degree | Head On | 90 Degree |
| Height to Bottom | 19 | 19 | 13 | 13 | 21 | 21 |
| Height to Top | 86 | 86 | 80 | 80 | 86 | 86 |
| Height to Top of Mast | 86 | 86 | 18 | 18 | 33 | 33 |
| Stand Weight | 40 | 40 | 14 | 15** | 24 | 24 |
| Sign Weight | 18 | 18 | 6 | 7 | 11 | 11 |
| Rib Thickness |  |  | 1/4, 1/4 | 3/16, 3/8 | 3/16, 3/8 | 3/16, 3/8 |
| Vehicle Damage | Minor | Minor | Slight | Slight | Minor | Minor |
| Windshield Damage | Cracking* | Cracking* | Cracking | Cracking | Cracking | Cracking |
| Intrusion | None | None | None | None | None | None |
| Flags |  |  |  |  |  |  |
| Flag Weight |  |  |  |  |  |  |
| Light |  |  |  |  |  |  |
| Light Weight |  |  |  |  |  |  |
| Ballast | No | No | No | No | No | No |
| Test Facility | GTL | GTL | KSI | KSI | KSI/AE | KSI/AE |
| Date of Test | 10/18/2001 | 10/18/2001 | 5/6/2002 | 5/6/2002 | 11/13/2002 | 11/13/2002 |
| Related WZ Letters | WZ-29, 78 | WZ-29, 78 | WZ-21, 29 | WZ-21, 29 | WZ-21, 29,100 | WZ-21, 29,100 |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| * Interpretation: Windshield had minor cracking prior to this test. |  |  |  |  |  |  |
| **Longer legs on this stand |  |  |  |  |  |  |


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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Request Number | 5 | 5 | 5 | 5 | 6 | 6 | 5 | 6 |
| Test Reference | 101A | 101B | 102A | 102B | 103A | 103B | 104B | 105A |
| Stand | WBT3BR*** | WBT3BR*** | WBT3BR*** | WBT3BR*** | SS1 | SS1 | WBT3BRH*** | WBT3BR*** |
| Sign Size | $\begin{aligned} & 60 \times 30,48 \times 18, \\ & 30 \times 24,21 \times 15 \end{aligned}$ | $\begin{aligned} & 60 \times 30,48 \times 18,3 \\ & 0 \times 24,21 \times 15 \end{aligned}$ | $\begin{aligned} & 48 \times 18,30 \times 24, \\ & 21 \times 15 \end{aligned}$ | $\begin{aligned} & 48 \times 18,30 \times 24, \\ & 21 \times 15 \end{aligned}$ | $48 \times 48$ | $48 \times 48$ |  |  |
| Sign Type | Alpolic 350 | Alpolic 350 | Alpolic 350 | Alpolic 350 | Alpolic 350 | Alpolic 350 |  |  |
| Orientation | Head On | 90 Degree | Head On | 90 Degree | Head On | 90 Degree | 90 Degree | Head On |
| Height to Bottom | 12 | 13 | 12 | 12 | 14-1/2 | 15 |  |  |
| Height to Top | 101 | 101 | 70 | 70 | 72 | 72 |  |  |
| Height to Top of Mast | 86-3/8 | 86-3/8 | 62-3/8 | 62-3/8 | 72 | 72 | 61-1/2 | 63-3/4" |
| Stand Weight | 71 | 71 | 49 | 49 | 20 | 20 | 52 | 59 |
| Sign Weight | 19 | 19 | 15 | 15 | 9 | 9 |  |  |
| Rib Thickness |  |  |  |  |  |  |  |  |
| Vehicle Damage | Slight | Slight | Slight | Slight | Minor | Minor | Slight | Slight |
| Windshield Damage | Cracking | Cracking | None | None | None | Cracking | Cracking* | Cracking |
| Intrusion | None | None | None | None | None | None | None | None |
| Flags |  |  |  |  |  |  |  |  |
| Flag Weight |  |  |  |  |  |  |  |  |
| Light | 2 | 2 |  |  | 2 | 2 | 1 | 2 |
| Light Weight | 9 lb. | 9 lb. |  |  | 9 lb. | 9 lb. | 9 lb. | 9 lb. |
| Ballast | Yes | Yes | Yes | Yes | No | No | Yes | Yes |
| Test Facility | KSI/AE | KSI/AE | KSI/AE | KSI/AE | KSI/AE | KSI/AE | KSI/AE | KSI/AE |
| Date of Test | 6/6/2003 | 6/6/2003 | 6/6/2003 | 6/6/2003 | 6/6/2003 | 6/6/2003 | 6/6/2003 | 6/16/2003 |
| Related WZ Letters | WZ-100 | WZ-100 | WZ-100 | WZ-100 | $\begin{aligned} & \text { WZ-29, 100, } \\ & 103 \end{aligned}$ | $\begin{aligned} & \text { WZ-29, 100, } \\ & 103 \end{aligned}$ | WZ-100 | WZ-100 |
|  |  |  |  |  |  |  |  |  |
| * Interpretation: Windshield had minor cracking prior to this test. |  |  |  |  |  |  |  |  |
| **Longer legs on this stand |  |  |  |  |  |  |  |  |
| *** Type III Barricade |  |  |  |  |  |  |  |  |



MATERIAL: .125" ALUMINUM



BRACKET, LIGHT FOR BARRICADE

NOTE:
THIS BRACKET ATTACHES
WITH SINGLE BOLT SUPPLIED WITH LIGHT USING $1 / 2^{\prime \prime}$ WASHERS AS SPACERS.
THEN THE 90 DEGREE BEND PART IS
INSERTED INTO CENTER FLAG HOLDER OF SS-1 SIGN STAND SO THAT THE LIGHT IS IN THE VERTICAL ORIENTATION


