



U.S. Department
of Transportation

**Federal Highway
Administration**

January 5, 2007

400 Seventh St., S.W.
Washington, D.C. 20590

In Reply Refer To:
HSA-10/WZ-197 #1

Mr. Jeffery M. Siadik
Vice President of Operations
Traffic Safety Service Corporation
601 Hadley Road
P.O. Box 615
South Plainfield, NJ 07080

Dear Mr. Siadik:

This letter is in response to your company's correspondence through email requesting the Federal Highway Administration (FHWA) acceptance of your Type III Breakaway plastic barricades as crashworthy traffic control devices for use in work zones on the National Highway System (NHS). You requested 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." The purpose of this letter is to modify the previous WZ-197 letter issued by the FHWA dated March 22, 2005.

You indicate that Traffic Safety Service Corporation is now manufacturing the framing elements for your Type III Breakaway plastic barricade and that it is essentially identical to the previously accepted barricade issued by WZ-197. The framing elements of your Type III barricade are virtually identical in plastic formulation, material thickness, and hardware. The frame utilizes blow molded high density polyethylene that is manufactured using the same processes as before. When completely assembled the weight of the modified barricade is indeed 20 pounds, including the 3/16 poly panels which weigh 2 pounds each. The only difference, as shown in the enclosed drawings, is that the frame of the modified Type III Breakaway barricade has an indent on either side to aid in stacking and transport of the units.

The FHWA agrees that the modified Type III Breakaway barricade is essentially identical to the previously accepted Type III barricade and that the small design difference will not affect its performance as a crashworthy device. Please note that the original Type III barricade was crash-tested with three rails on one side only and without lights. This acceptance is limited to the previously accepted crash test conditions.



Your modification to the successfully tested barricade only affects the barricade frame. Provided the rails are connected to the barricade frame in substantially the same manner as the tested barricade was assembled, your Type III Breakaway barricade described above and shown in the enclosed drawing for reference will be acceptable for use on the NHS under the range of conditions the original barricade was tested, when proposed by a State.

Please note the following standard provisions that apply to the 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 the FHWA and the NCHRP Report 350.
- To prevent misunderstanding by others, this letter of acceptance, designated as number WZ-197 #1 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.
- This acceptance letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented device for which the applicant is not the patent holder. The acceptance letter is limited to the crashworthiness characteristics of the candidate device, and the FHWA is neither prepared nor required to become involved in issues concerning patent law. Patent issues, if any, are to be resolved by the applicant.

Sincerely yours,

John R. Baxter, P.E.
Director, Office of Safety Design
Office of Safety

Enclosure

FHWA:HSSD:MLupes:tb:x66994:12/28/06

File: s://directory folder/mlupes/WZ-197#1.doc

cc: HSSD (Reader, HSA; Chron File, HSSD; M.Lupes, HSSD;
M.McDonough, HSSD)

| REV. | | DESCRIPTION | DWG. | APPROVED |
|------|--|-------------|------|----------|
| | | | | |

Deployed Height 60"

Deployed Width (Including Panels) 48"

Panels 6-10 MM Coroplast

Weight 6MM Panels 19.5 Lbs

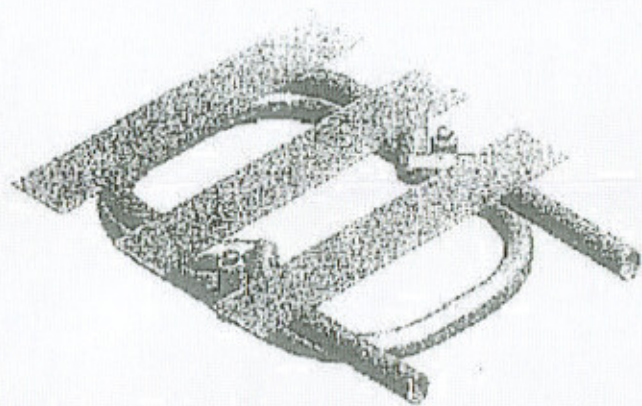
10 MM Panels 20.5 Lbs



ASSEMBLED VIEW

Assemble upper 8" panel to barricade with top edge 60" above ground level

Use 8" spacing between panels to ensure stacking detail is accessible.



STACKED FOR SHIPPING



| | | | |
|--------------------------|----------|----------------|---------|
| DIMENSIONS ARE IN INCHES | | DATE | 2/12/04 |
| TOLERANCES: | | DRAWN | PFE |
| FRACTIONAL ± | | CHECKED | |
| ANGULAR: MACHINE ± | | ENGR APPR. | PFE |
| TWO PLACE DECIMAL ± | | REG APPR. | |
| THREE PLACE DECIMAL ± | | QA. | |
| MATERIAL -- HDPE | | COMMENTS | |
| REF ID | | UPDATED 4/2006 | |
| APPLICATOR | USED OFF | | |
| DO NOT SCALE DRAWING | | | |

TYPE III BARRICADE ASSEMBLY DETAILS

| | | |
|-------------|------------------|--------------|
| REV. A | DWG. NO. A-20086 | REV. 0 |
| SCALE: 1/2" | WEIGHT: | SHEET 1 OF 1 |