

February 8, 2001

HSA-10/B49B

Mr. William D. Bryson
Bryson Products, Inc.
224 Nazareth Pike, Suite 22
Bethlehem, PA 18020

Dear Mr. Bryson:

In your January 25 letter to Mr. Richard Powers of my staff, you requested a revised acceptance letter from the Federal Highway Administration (FHWA) for the Central Fabricator recycled plastic offset block based on a successfully completed full-scale crash test. The original FHWA acceptance of this product was based on the results of pendulum testing as noted in Mr. Dwight Horne's May 7, 1998 and June 22, 1998 acceptance letters to Mr. Billy Atwood. You also requested that the name of this product be changed to "RE-BLOCK."

With your letter, you provided copies of a report prepared by Mr. John F. LaTurner of E-TECH Testing Services, Inc. entitled "NCHRP Report 350 Crash Test Results for the Re-Block Plastic Blockout," dated November 2000 and the crash test video tape. The report and video tape indicate that the RE-BLOCK offset block was successfully crash tested under the National Cooperative Highway Research Program (NCHRP) Report 350 guidelines to test level 3 (TL-3). Specifically, you conducted NCHRP Report 350 test 3-11 which requires a 2000-kg pickup truck impacting the test installation at a nominal speed of 100 km/h and at an impact angle of 25 degrees. The test installation was a standard G41S w-beam guardrail 53.3-m long. The rail was centered 550 mm above the roadway surface and your plastic block was used between the rail element and all posts. The posts used were standard 1830-mm long PWE01 steel posts. Maximum occupant impact velocity was reported as 5.1 m/s and the maximum ridedown acceleration was 11.6 g's. Maximum dynamic deflection of the barrier was 1040 mm. Maximum roll, pitch and yaw angles for the test vehicle were 6.7, 7.0, and 61.1 degrees, respectively.

Based on staff review of the information that you provided, I am pleased to confirm that the Central Fabricators recycled plastic block, now called "RE-BLOCK," when made with the same material composition and configurations shown in the earlier acceptance letters referenced above, remains fully acceptable for use with strong steel post W-beam guardrail on the National Highway System (NHS). This acceptance is now based on your crash test which clearly corroborated the acceptable performance assumed from the original pendulum testing. As before, FHWA acceptance of the RE-BLOCK (and all other recycled offset blocks) remains limited to the impact resistance and crash performance characteristics of the block only and is not intended to address the long-term effects of weathering or UV degradation.

Sincerely yours,

(original signed by Frederick G. Wright, Jr.)

Frederick G. Wright, Jr.
Program Manager, Safety