



U.S. Department
of Transportation
**Federal Highway
Administration**

1200 New Jersey Avenue, SE
Washington, D.C. 20590

In Reply Refer To:
HSSD/WZ-282

Mr. Craig Schulz
Technical Sales
Davidson Traffic Control Products, a Division of Pexco
3110 70th Avenue East
Tacoma, WA 98424

Dear Mr. Schulz:

In your letter of May 22, 2009, you requested the Federal Highway Administration (FHWA) acceptance of the FG300 Turnpike Curb as a crashworthy traffic control device for use on the National Highway System (NHS). You requested acceptance of the 2.25 inch high modular curb system for use with already accepted FG300 delineator posts. Your request for acceptance is based on successful impact testing conducted by Texas Transportation Institute's accredited crash testing facility. Accompanying your letter was the FHWA Office of Safety Design forms that included a drawing of the Turnpike Curb and a video of the impact testing. A drawing of the Turnpike Curb is enclosed for reference. You requested that we find the Turnpike Curb acceptable for use as a Test Level 3 device on the NHS under the provisions of the National Cooperative Highway Research Program Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features".

This letter acknowledges FHWA's acceptance of your request. The original completed forms have been modified by the addition of the FHWA acceptance letter number and the date of our review. The form will be posted on our Web site in the near future.

Sincerely yours,

for David A. Nicol, P.E.
Director, Office of Safety Design
Office of Safety

Enclosures



Page 1	FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN	Letter Number
	Category 2 Work Zone Device Acceptance Letter	WZ-282
		Date
		6/17/09
Contact Info	Petitioner / Developer Name and Address:	
	Filtrona Extrusion ~Davidson Traffic Products 3110 70th Ave. East Tacoma, WA 98424	
	I hereby certify that the device(s) covered by this Acceptance Letter meet(s) the crash – worthiness test and evaluation requirements of the FHWA and NCHRP Report 350.	
Signature		
Telephone #	(253) 284-8005	
Email Address	craigschulz@filtrona.com	
	Laboratory / Engineer Name and Address	
	Texas Transportation Institute Bryan, TX Dusty Arrington	
<input checked="" type="checkbox"/>	I hereby certify that the testing that supports this Acceptance Letter was conducted in accordance with NCHRP Report 350 guidelines, that the device(s) tested is/are accurately described on this form, and that the test results indicate that the device meets all applicable NCHRP Report 350 evaluation criteria.	
<input type="checkbox"/>	I have evaluated the requested modifications to these devices previously found acceptable by the FHWA in Acceptance Letter WZ-___, and hereby certify that, in my opinion, the modifications do not adversely affect the crash performance of the devices. I also certify that these devices are accurately described on this form.	
Signature		
Telephone #		
Email Address		
Keywords:		
	Type of Device (See page 3) Longitudinal Channelizing Barricade Curb (Curb channelizer system with or without road	
	Composition of Sign or Rail substrate (See Page 3) Extruded Plastic	
	Thickness of substrate (inches): 0.14	
	Height of sign from the ground (inches), if applicable: (See Page 3)	
	Flags and or lights present during test? Indicate number of each:	
	# of flags: 0 # of lights: 0 Weight of lights: 0.00 ea.	
Device Name	Turnpike Grade Curb System with FG-300 Post	
Detailed Desc. Of Device, Materials, sizes, Fasteners, Substrates Foundation, Aux. Features Ballast, etc.	(May be attached on separate page(s)) Turnpike Grade curb is a blend of high performance resins used to maximize performance of the curb, designed to provide the highest reflectivity while creating the lowest vertical profile. Front and rear facing reflectors increase visibility, curb is color matched to the the post and road lines. Curb can be mounted with epoxy, super bundy or anchor bolts as in the test. Curb will accept one FG300 post manufactured to various lengths and wrapped with reflective sheeting from one of the sheeting manufacturers. See Letter.	

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	Mandatory Attachments		
	Attachment # 1: Test data summary page(s)		
	Attach. #1a	Test #	Test Cover Pg 4
	Attach. #1b	Test #	Curb Test Pg 3
	Attach. #1c	Test #	Drawings 7 -11
	Attach. #1d	Test #	Photos 17 -19
Alternative	Attachment # 1: Description and discussion of modification(s) to crash tested and/or accepted device.		
	Date:		
	Attachment # 2: PDF drawing(s) of device(s)		
	Attach. #2a	Drawing Title:	
		Drawing #:	
	Attach. #2b	Drawing Title:	
		Drawing #:	
	Attach. #2c	Drawing Title:	
		Drawing #:	
	Attach. #2d	Drawing Title:	
		Drawing #:	
	Attach. #2e	Drawing Title:	
		Drawing #:	
	Attach. #2f	Drawing Title:	
		Drawing #:	
	Attach. #2g	Drawing Title:	
		Drawing #:	

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Please select from the following Keywords for “Type of Device”:

Longitudinal Channelizing Barricade
 Curb (Curb channelizer system with or without road tubes or other channelizers)
 Drum
 H-Footprint Sign Stand
 X-Footprint Sign Stand
 Trailer Mounted Signs (Does not include arrow boards or variable message signs or other Category 4 trailer mounted devices.)
 Automated Flagger Device (not trailer mounted)
 Tripod Sign Stand
 Type I Barricade
 Type II Barricade
 Type III Barricade
 Vertical Panel
 Intrusion Detector
 Ballast (Action relates to ballast on one or more devices)
 Channelizer (Individual units unlike cones, road tubes, or drums)

Please select from the following Keywords for “Sign Substrate”:

Roll-up / Fabric (with fiberglass spreaders – aluminum or steel spreaders are not allowed.)
 Plywood
 Aluminum – Solid
 Aluminum – Laminate
 Corrugated Plastic
 Extruded Plastic
 Waffleboard Plastic
 Wood / Lumber

Please select from the following Keywords for “Height of Sign”:

The distance to the lowest point on the sign is:

Low	12 to 18 inches above the pavement
Mid-A	20 to 24 inches above the pavement
Mid-B	25 to 36 inches above the pavement
Mid-C	37 to 59 inches above the pavement
Tall	60 to 71 inches above the pavement
Oversized	72 inches and taller

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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, or 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 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.
- If the subject of this letter is a patented device it is 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 by a highway agency* for use on Federal-aid 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.
- This Acceptance Letter shall not be construed as authorization or consent by the Federal Highway Administration 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.

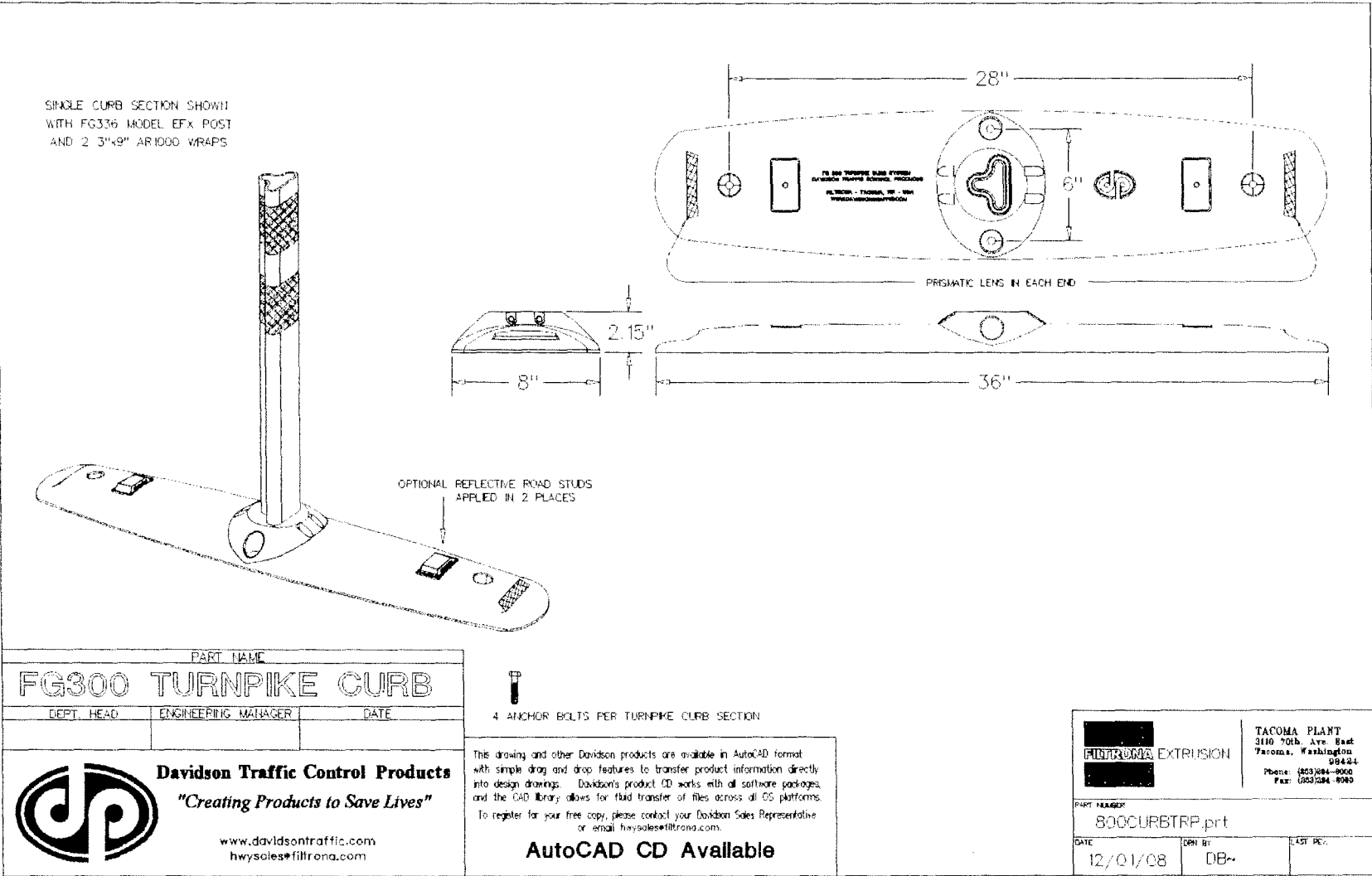


Figure A1. FG300 Turnpike Curb

PART NAME		
FG300 TURNPIKE CURB		
DEPT. HEAD	ENGINEERING MANAGER	DATE

Davidson Traffic Control Products
"Creating Products to Save Lives"

www.davidsontraffic.com
 hwyales@filltrona.com

This drawing and other Davidson products are available in AutoCAD format with simple drag and drop features to transfer product information directly into design drawings. Davidson's product CD works with all software packages, and the CAD library allows for fluid transfer of files across all OS platforms. To register for your free copy, please contact your Davidson Sales Representative or email hwyales@filltrona.com.

AutoCAD CD Available

ALTRUS EXTRUSION

TACOMA PLANT
 3110 70th Ave. East
 Tacoma, Washington 98424
 Phone: (253)884-9000
 Fax: (253)884-9000

PART NUMBER: 800CURBTRP.prt

DATE	DRN BY	LAST REV.
12/01/08	DB~	