



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

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

March 10, 2011

In Reply Refer To:
HSST/WZ-299

Mr. Henry A. Ross
Director of Government Relations
Plasticade Products
7700 N. Austin Avenue
Skokie, Illinois 60077

Dear Mr. Ross:

This is in response to your October 8, 2010, letter requesting the Federal Highway Administration's (FHWA) acceptance of your company's Break-Away™ Type III Barricade with lightweight warning lights as a crashworthy traffic control device for use in work zones and elsewhere on the National Highway System (NHS). Accompanying your letter was the FHWA Office of Safety Design form indicating successful performance when tested under the American Association of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH) Test 3-71 (modified).

You requested that we find the Break-Away™ Type III Barricade with lightweight warning lights acceptable for use on the NHS under the provisions of the AASHTO MASH. Evaluation with the 1100C passenger car at low speed (Test 3-70), and the 2270P pickup-truck at high speed (3-72) are requirements under the MASH. Your request was accompanied by a January 17, 2010, letter from E-Tech Testing Services requesting a waiver of both MASH Tests 3-70 and 3-72 because of the nature of the test articles and geometry of the vehicles. We concur in the waiver of these tests.

This letter is the acknowledgement of the FHWA's acceptance of your request. The original completed form has been modified by the addition of the FHWA acceptance letter number and the date of our review. The form, of which a copy is enclosed for reference, will be posted on our Web site in the near future.

Sincerely yours,

Michael S. Griffith
Director, Office of Safety Technologies
Office of Safety

Enclosures



Page 1	FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN Category 2 Work Zone Device Acceptance Letter	Letter Number
		WZ-299
		Date
		3-8-2011
Contact Info	Petitioner / Developer Name and Address:	
	Plasticade Products (An American Louver Co.) 7700 N. Austin Avenue Skokie, IL 60077	
	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 #	847-583-4175	
Email Address	Henry Ross [hross@americanlouver.com]	
	Laboratory / Engineer Name and Address	
	John F. LaTurner, P.E. E-TECH Testing Service, Inc. 3617 Cincinnati Ave. Rocklin, CA 95765	
Check One:		
<input checked="" type="checkbox"/>	I hereby certify that the testing that supports this Acceptance Letter was conducted in accordance with MASH 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 MASH 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	<i>John F. LaTurner</i>	
Telephone #	916-644-9146	
Email Address	John LaTurner [john.laturner@trin.net]	
Keywords:		
	Type of Device (See page 3)	
	Type III Barricade	
	Composition of Sign or Rail substrate (See Page 3)	
	Extruded white UV stabilized high density polyethylene plastic	
	Thickness of substrate (inches): N/A	
	Height of sign from the ground (inches), if applicable: (See Page 3)	
	N/A	
	Flags and or lights present during test? Indicate number of each:	
	# of flags: (0) # of lights: (2) Weight of lights: 2.6 lb ea.	
Device Name	Plasticade Break-Away Type III Barricade	

<p>Detailed Desc. Of Device, Materials, sizes, Fasteners, Substrates Foundation, Aux. Features Ballast, etc.</p>	<p>(May be attached on separate page(s)) See attached "MASH Crash Test Results for the Plasticade Break-Away Type III Barricade" E-TECH Report #366</p>
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Page 2	FEDERAL HIGHWAY ADMINISTRATION		Letter Number
	OFFICE OF SAFETY DESIGN		<i>WZ-299</i>
	Category 2 Work Zone Device Acceptance Letter		Date <i>3-8-11</i>
	Mandatory Attachments		
	Attachment # 1: Test data summary page(s)		
	Attach. #1a	Test # 76-6273-003 (MASH Test 3-71)	
	Attach. #1b	Test #	
	Attach. #1c	Test #	
	Attach. #1d	Test #	
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 #:	

Page 3	FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN Category 2 Work Zone Device Acceptance Letter	Letter Number
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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

Page 4	FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN	Letter Number
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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.

Normal Orientation



t = 0.000 sec

t = 0.050 sec

t = 0.100 sec

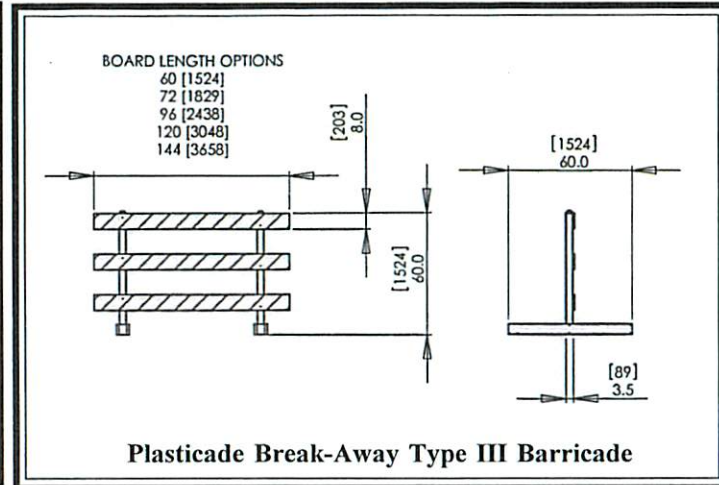
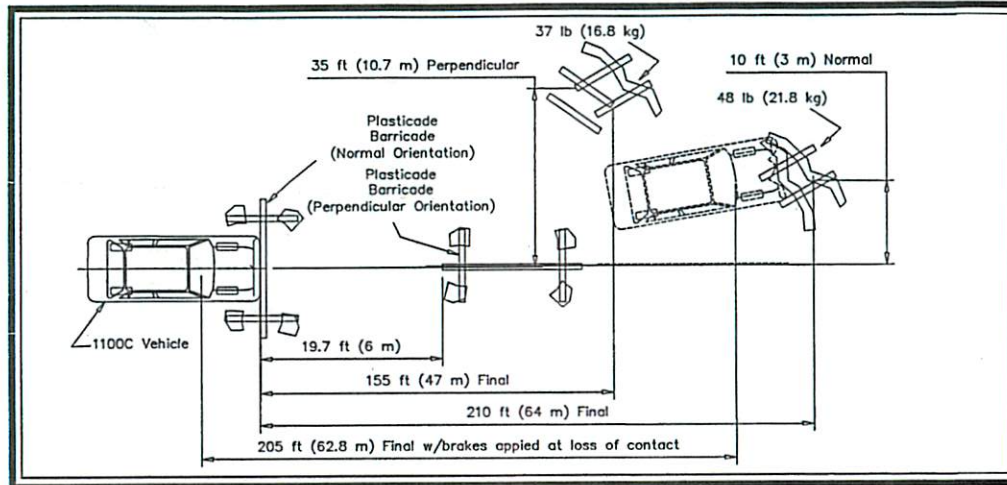
Perpendicular Orientation



t = 0.000 sec

t = 0.050 sec

t = 0.100 sec



Plasticade Break-Away Type III Barricade

General Information

Test Agency	E-TECH Testing Services, Inc.
Test Designation	MASH Test 3-71
Test No.	76-6273-003
Date	8/11/10
Test Article	
Type	Plasticade Products
.....	Plasticade Break-Away
.....	Type III Barricade
Dimensions	60 in. OA Height x 144 in. boards
.....	(1524 x 3658 mm)
Material and key elements	49.0 lb (22.3 kg) High Density
.....	Polyethye, (4) 36 lb (16.4 kg)
.....	Sand Bags Ballast, w/(2) 2.6 lb
.....	(1.2 kg) Empeco-Lite Model 2006
.....	Type A and C LED Warning Light
Foundation Type and Condition	Asphalt, clean and dry
Test Vehicle	
Type	Production Model
Designation	1100C
Model	2003 Kia Rio
Mass	
Curb	2443 lb (1108 kg)
Test inertial	2467 lb (1119 kg)
Dummy	Not Used
Gross Static	2467 lb (1119 kg)

Impact Conditions

Speed (Normal Orientation).....	63.3 mi/h (101.8 km/h)
Speed (Perpendicular Orientation)	61.8 mi/h (99.4 km/h)
Angle (deg)	0
Impact Severity (Normal Orientation)	329.9 ft-kip (447.4 kJ)
Impact Severity (Perpendicular Orientation)	314.5 ft-kip (426.5 kJ)

Exit conditions

Speed (Normal Orientation)	61.8 mi/h (99.4 km/h)
Speed (Perpendicular Orientation)	60.3 mi/h (97.0 km/h)
Angle (deg - veh. c.g.)	0

Occupant Risk Values*

Post-Impact Vehicular Behavior (deg) **

Vehicle Damage (Normal Orientation Impact)

Exterior	
VDS	N/A (Minor Hood Damage)
CDC	N/A (Minor Hood Damage)
Interior	
VCDI	AS0000000
Maximum Deformation	Negligible
Windshield	No Damage

* Not Applicable, device weighs less than 220 lb (100 kg).

** Negligible roll, pitch and yaw.

Figure 1. Summary of Results - Plasticade Break-Away Type III Barricade Test 76-6273-003



Illustration A2. Plasticade Break-Away Type III Barricade Drawing (1 of 2)

