



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

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

September 8, 2011

In Reply Refer To:  
HSST/ WZ-308

John M. Pasakarnis  
Dicke Safety Products  
1201 Warren Avenue  
Downers Grove, Illinois 60515

Dear Mr. Pasakarnis:

This is in response to your June 1, 2011, correspondence requesting the Federal Highway Administration's (FHWA) acceptance of your company's DSB100W Portable Sign Stand as a crashworthy traffic control device for use in work zones and elsewhere on the National Highway System. Accompanying your letter was the FHWA Office of Safety Design form and drawings of the stand. You requested that we find this device acceptable for use on the NHS under the provisions of National Cooperative Highway Research Program Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features."

This letter is the acknowledgement of the FHWA's acceptance of your request and includes the original completed form, your June 1 letter explaining your request, and drawings of the relevant sign stands.

Sincerely yours,

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

Enclosures

FHWA:HSSI:NArtimovichr:ms:x61331:8/24/11  
File: s://directory folder/HSST/Artimovich/WZ308\_Dicke\_DSB100W.dotx  
cc: HSSI (NArtimovich)



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Enclosures



# DICKE SAFETY PRODUCTS

1201 Warren Avenue • Downers Grove, IL 60515 • Ph: 877.891.0050 • Fax: 630.969.3973

June 01, 2011

Mr. Nick Artimovich, II  
Highway Engineer  
Federal Highway Administration  
Office of Safety Design  
1200 New Jersey Avenue, SE HSSD  
Washington, DC 20590

Dear Mr. Artimovich,

This inquiry is in regards to a previously tested and accepted stand, the DSB100. This stand was tested and accepted with a pocket latch bracket. We have another version of this same stand with a different, taller latch bracket. This same bracket has been accepted on a wide range of Dicke's X-footprint sign stands. For comparison purposes, the similarities between these stands may be seen below in Table #1.

Table #1 – Stand Comparison

Model:	WZ Letter:	Bottom Sign Ht:	Top Bracket Ht:	Sign:
DSB100	213	12.5 inches	14.5 inches	48 inch roll-up
DF3000W	17 & 250	14 inches	28 inches	48 inch roll-up
DL1000W	17 & 250	14 inches	22.5 inches	48 inch roll-up
DF3003W	17 & 250	14.5 inches	23 inches	48 inch roll-up
DL1003W	17 & 250	15.5 inches	27.5 inches	48 inch roll-up
TF12C	141 & 250	13.5 inches	22 inches	48 inch roll-up
TF12W	141 & 250	13.5 inches	24 inches	48 inch roll-up
UF2000C	141 & 250	13.5 inches	22 inches	48 inch roll-up
DSB100W	requested	12.5 inches	26.25 inches	48 inch roll-up

**Request #1:**

Based on the enclosed information and previous test data, we are seeking acceptance of sign stand DSB100W. We believe this to be a reasonable request because the only difference between this and the already accepted DSB100 is the height of the sign bracket. The height of the "W" bracket is below the windshield impact zone and falls within the range of previously accepted stands. Therefore, we believe it is fair to assume that this stand configuration will perform as well as the original. As such, we contend that there will be no effect on the windshield impact data.

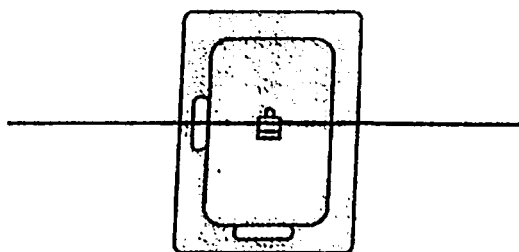
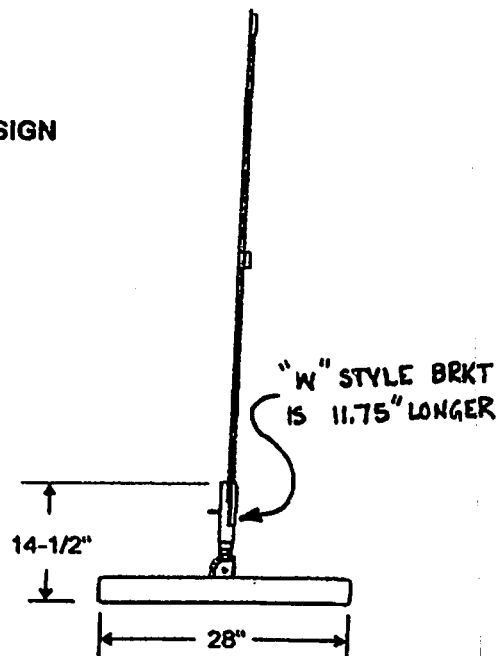
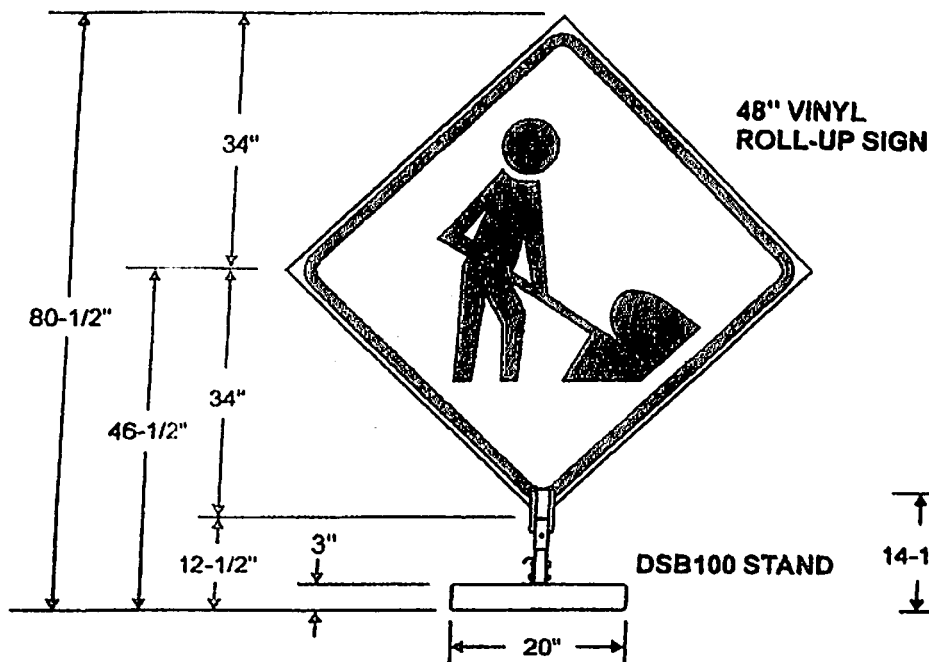
Should you need any further documentation, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "John M. Pasakarnis".

John M. Pasakarnis  
Dicke Tool Company  
630-324-5209  
[john@dicketool.com](mailto:john@dicketool.com)

# DSB100 and DSB100HD Stand



## DSB100 STAND

- Base- Crumb Rubber
- Sign Holder - Steel and Aluminum

## RUR48 SIGN

- Panel- Reflective vinyl, 48" x 48"
- Crossbrace- Vertical member is 1/4" th. x 1-1/4" w x 65" long fiberglass
- Crossbrace- Horizontal member is 3/16" x 1-1/4" w x 65" long fiberglass

### Weight: DSB100

Sign, Crossbrace,	5.5 lbs.
Sign Stand	42.0 lbs.
<b>Total</b>	<b>47.5 lbs.</b>

### Weight: DSB100HD

Sign, Crossbrace,	5.5 lbs.
Sign Stand	48.0 lbs.
<b>Total</b>	<b>53.5 lbs.</b>



Page 1	<b>FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN</b>	Letter Number
	<b>Category 2 Work Zone Device Acceptance Letter</b>	Date
<b>Contact Info</b>	<b>Petitioner / Developer Name and Address:</b>	
	Dicke Safety Products 1201 Warren Avenue Downers Grove, IL 60515	
	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.	
<b>Signature</b>	<i>John M. Paradanis</i>	
<b>Telephone #</b>	(630) 324-5209	
<b>Email Address</b>	john@dicketool.com	
	<b>Laboratory / Engineer Name and Address</b>	
	NA	
<input 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.	
<b>Signature</b>		
<b>Telephone #</b>		
<b>Email Address</b>		
<b>Keywords:</b>	DSB100W	
	<b>Type of Device (See page 3)</b>	
	<b>Composition of Sign or Rail substrate (See Page 3)</b> Roll-up / Fabric (with fiberglass spreaders - aluminum or steel spreaders are not allowed)	
	<b>Thickness of substrate (inches):</b>	
	<b>Height of sign from the ground (inches), if applicable: (See Page 3)</b> Low: 12 to 18 inches above the pavement	
	<b>Flags and or lights present during test? Indicate number of each:</b>	
	# of flags: 0      # of lights: 0      Weight of lights:      ea.	
<b>Device Name</b>		
<b>Detailed Desc. Of Device, Materials, sizes, Fasteners, Substrates Foundation, Aux. Features Ballast, etc.</b>	(May be attached on separate page(s) See attached submittal letter.	

Page 2	<b>FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN</b> <b>Category 2 Work Zone Device Acceptance Letter</b>		Letter Number
			Date
	<b>Mandatory Attachments</b>		
	<b>Attachment # 1: Test data summary page(s)</b>		
	Attach. #1a	Test #	
	Attach. #1b	Test #	
	Attach. #1c	Test #	
	Attach. #1d	Test #	
Alternative	<b>Attachment # 1: Description and discussion of modification(s) to crash tested and/or accepted device.</b>		
	Date:		
	<b>Attachment # 2: PDF drawing(s) of device(s)</b>		
	Attach. #2a	Drawing Title: WZ Submittal Letter (PDF)	
		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	<b>FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN Category 2 Work Zone Device Acceptance Letter</b>	Letter Number
		Date

**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

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.