

Testing

Full-scale automobile testing was conducted on your company' devices. Two stand-alone examples of the device were tested in tandem, one head-on and the next placed six meters downstream turned at 90 degrees, as called for in our guidance memoranda. Each unit had a Flex-o-lite Paralta warning light attached.

The tests are summarized in the table below.

Test Number	TR-P23140-01-NC	
Device Tested	"Road Runner" portable traffic barricades	
Weight of Tested Device	25 kg	
Height	980 mm	
Flags? Lights?	Flexolite Paralta flashing lamp	
Mass of Test Vehicle	790 kg	
Impact Speed	100.95 km/hr	
Velocity Change	7.35 km/hr	
Occupant impact speed	2.0 meters per second	
Extent of contact	Light came off , hit hood, went over windshield	No contact with vehicle
Windshield Damage	No contact	No Contact

Findings

Damage caused by test device was negligible. Both barricade segments were pushed ahead of the test vehicle. No contact was made with the windshield by any part of the barricades. The warning light lens separated from the first barricade unit and impacted the hood. It then flew over the windshield without making further contact with the automobile. You subsequently recommended that the existing ½ inch bolt be replaced by a 6 ½ inch long, ½ inch diameter bolt to accommodate the thickness of the unit. Also, a 3 ½ inch diameter galvanized steel plate with a 2 inch fender washer should be placed near the bolt head.

The results of the testing met FHWA requirements and, therefore, the devices described above and detailed in the enclosed drawings are acceptable for use as Type I or Type II barricades on NHS under the range of conditions tested, when proposed by a State. Note that retroreflective sheeting is required by the Manual on Uniform Traffic Control Devices (MUTCD, Figure 6F-7). Also note that this acceptance only covers the use of "Road Runner" units as stand alone barricades. Additional testing is required if you wish to market these devices, when linked together, as longitudinal channelizing barricades.

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, nor conformity with the MUTCD.
- Any changes that may adversely influence the crashworthiness of the device will require a new acceptance letter.