



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

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

January 26, 2012

In Reply Refer To:
HSST/WZ-313

Mark Meyers
MOT Plans
631 NE 45 Street
Oakland Park Florida 33334

Dear Mr. Meyers:

This letter is in response to your request for the Federal Highway Administration (FHWA) to review a roadside safety system for eligibility for reimbursement under the Federal-aid highway program.

Name of system:	MOT Plans VP with Lightweight Warning Light
Type of system:	Vertical Panel
Test Level:	NCHRP Report 350 Test Level 3
Testing conducted by:	N/A
Date of request:	September 2, 2011
Date initially acknowledged:	September 9, 2011
Date of completed package:	January 19, 2012

Decision:

The following device is eligible, with details provided in the incoming letter, drawing, and form which are attached as an integral part of this letter:

- MOT Plans VP with Lightweight Warning Light

Based on a review of the analysis submitted by the manufacturer certifying the device described herein meets the crashworthiness criteria of the National Cooperative Highway Research Program (NCHRP) Report 350, the device is eligible for reimbursement under the Federal-aid highway program. Eligibility for reimbursement under the Federal-aid highway program does not establish approval or endorsement by the FHWA for any particular purpose or use.

The FHWA, the Department of Transportation, and the United States Government do not endorse products or services and the issuance of a reimbursement eligibility letter is not an endorsement of any product or service.

Requirements

Roadside safety devices should meet the guidelines contained in the National Cooperative Highway Research Program (NCHRP) Report 350 or the American Association of State

FHWA: HSST: NArtimovicht: sf: x61331:1/20/12

File: s://directory folder/HSST/Artimovich/ WZ-313 Mark Meyers
Letter.dotx

cc: HSST (NArtimovich; JDewar)

Highway and Transportation Officials' Manual for Assessing Safety Hardware (MASH).

Findings

Therefore, the system described and detailed in the attached form is eligible for reimbursement and may be installed under the range of conditions tested.

Please note the following standard provisions that apply to FHWA eligibility letters:

- This finding of eligibility is limited to the crashworthiness characteristics of the systems and does not cover their structural features, nor conformity with the Manual on Uniform Traffic Control Devices.
- Any changes that may influence the crashworthiness of the system will require a new reimbursement eligibility letter.
- Should the FHWA discover that the analysis was flawed, that in-service performance reveals safety problems, or that the system is significantly different from the version that was reviewed, we reserve the right to modify or revoke this letter.
- 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 the same chemistry, mechanical properties, and geometry as that submitted for review, and that it will meet the crashworthiness requirements of the NCHRP Report 350.
- To prevent misunderstanding by others, this letter of eligibility is designated as number WZ-313 and shall not be reproduced except in full. This letter and the test documentation upon which it is based are public information. All such letters and documentation may be reviewed at our office upon request.
- This letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented system for which the applicant is not the patent holder. The finding of eligibility is limited to the crashworthiness characteristics of the candidate system, 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.
- The MOT Plans VP is a patented product and considered proprietary. If proprietary systems are specified by a highway agency for use on Federal-aid projects: (a) they must be supplied through competitive bidding with equally suitable unpatented items; (b) the highway agency must certify that they are essential for synchronization with the 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.

Sincerely yours,

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

Enclosures



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Dear Mr. Meyers:

This letter is in response to your request for the Federal Highway Administration (FHWA) to review a roadside safety system for eligibility for reimbursement under the Federal-aid highway program.

Name of system:	MOT Plans VP with Lightweight Warning Light
Type of system:	Vertical Panel
Test Level:	NCHRP Report 350 Test Level 3
Testing conducted by:	N/A
Date of request:	September 2, 2011
Date initially acknowledged:	September 9, 2011
Date of completed package:	January 19, 2012

Decision:

The following device is eligible, with details provided in the incoming letter, drawing, and form which are attached as an integral part of this letter:

- MOT Plans VP with Lightweight Warning Light

Based on a review of the analysis submitted by the manufacturer certifying the device described herein meets the crashworthiness criteria of the National Cooperative Highway Research Program (NCHRP) Report 350, the device is eligible for reimbursement under the Federal-aid highway program. Eligibility for reimbursement under the Federal-aid highway program does not establish approval or endorsement by the FHWA for any particular purpose or use.

The FHWA, the Department of Transportation, and the United States Government do not endorse products or services and the issuance of a reimbursement eligibility letter is not an endorsement of any product or service.

Requirements

Roadside safety devices should meet the guidelines contained in the National Cooperative Highway Research Program (NCHRP) Report 350 or the American Association of State

Highway and Transportation Officials' Manual for Assessing Safety Hardware (MASH).

Findings

Therefore, the system described and detailed in the attached form is eligible for reimbursement and may be installed under the range of conditions tested.

Please note the following standard provisions that apply to FHWA eligibility letters:

- This finding of eligibility is limited to the crashworthiness characteristics of the systems and does not cover their structural features, nor conformity with the Manual on Uniform Traffic Control Devices.
- Any changes that may influence the crashworthiness of the system will require a new reimbursement eligibility letter.
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- 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 the same chemistry, mechanical properties, and geometry as that submitted for review, and that it will meet the crashworthiness requirements of the NCHRP Report 350.
- To prevent misunderstanding by others, this letter of eligibility is designated as number WZ-313 and shall not be reproduced except in full. This letter and the test documentation upon which it is based are public information. All such letters and documentation may be reviewed at our office upon request.
- This letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented system for which the applicant is not the patent holder. The finding of eligibility is limited to the crashworthiness characteristics of the candidate system, 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.
- The MOT Plans VP is a patented product and considered proprietary. If proprietary systems are specified by a highway agency for use on Federal-aid projects: (a) they must be supplied through competitive bidding with equally suitable unpatented items; (b) the highway agency must certify that they are essential for synchronization with the 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.

Sincerely yours,

A handwritten signature in blue ink that reads "Michael S. Griffith". The signature is written in a cursive style with a large initial 'M' and a distinct 'S'.

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

Enclosures



FHWA
Office of Safety Technologies Federal Highway Administration HSST
1200 New Jersey Avenue SE, Room E71-322
Washington, DC 20590

MOT Plans seeks approval of its Vertical Panel (VP) barricade. The MOT Plans VP is a modification to the generic Type I barricade found acceptable in letter WZ-54. It is comprised of the same components and materials as the generic Type I except that the 12" x 36" panels are either 18 GA metal or composite instead of plywood. The generic Type I is modified by attaching the 36" x 12" panels vertical instead of horizontal. This modification results in a barricade that is 12" wide instead of 36" wide. The height remains the same as the generic Type I. Drawing of this VP barricade is attached.

A lightweight warning light, Empco Y2K LED barricade light or equivalent, is attached to the barricade as shown on the drawing and supplied pictures. The lightweight warning light weighs in at 1.3 pounds without batteries and 2.5 pounds with the 4 D-Cell batteries.

We request that the FHWA find the MOT Plans VP with light eligible for reimbursement under the Federal aid highway program.

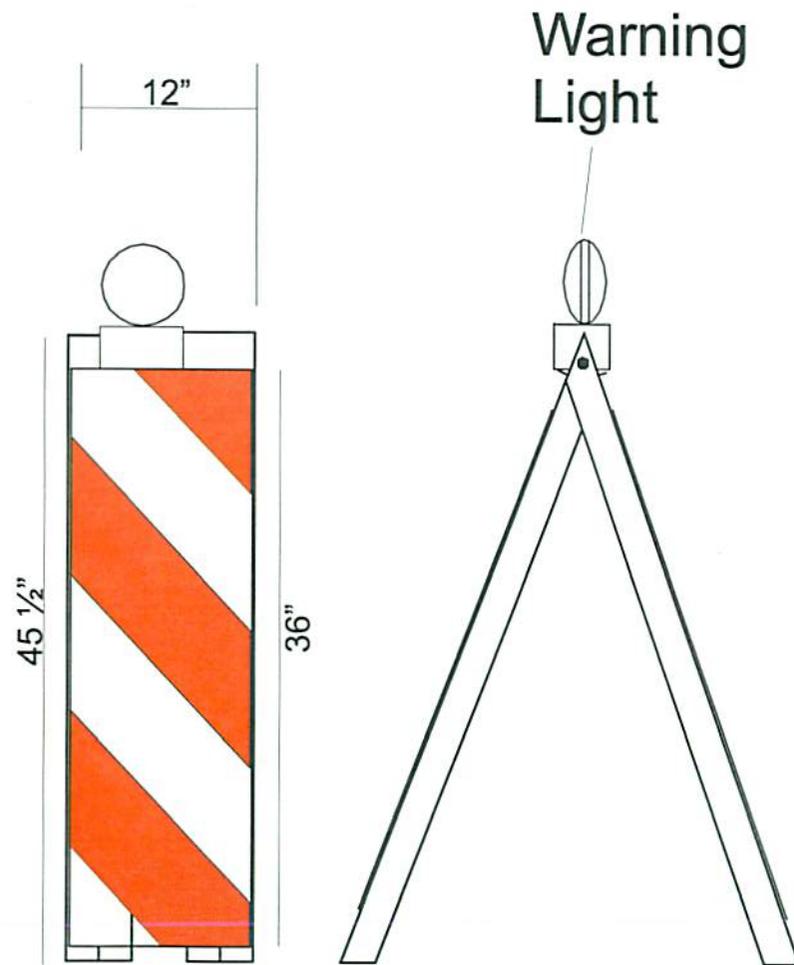
Thank You,

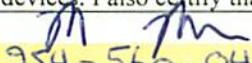
Mark Meyers



MOT Plans VP Barricade

Panels are High density comopolymer polyethylene or 18 GA steel
Legs are 45 1/2" long 12 ga steel angle
Optional crossbars are 12" 12 GA Angle



Page 1	FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN Category 2 Work Zone Device Acceptance Letter	Letter Number Date
Contact Info	Petitioner / Developer Name and Address: MOTPlans.com, LLC 631 NE 45 Street Oakland Park, FL 33334	
	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 #	(954) 560-0450	
Email Address	mark@motplans.com	
	Laboratory / Engineer Name and Address	
<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 checked="" type="checkbox"/>	I have evaluated the requested modifications to these devices previously found acceptable by the FHWA in Acceptance Letter WZ-54 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 #	954-560-0450	
Email Address	mark@motplans.com	
Keywords:		
	Type of Device (See page 3) Vertical Panel	
	Composition of Sign or Rail substrate (See Page 3)	
	Thickness of substrate (inches):	
	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: # of lights: 1 Weight of lights: 1.9 lbs ea.	
Device Name	MOT Plans VP	
Detailed Desc. Of Device, Materials, sizes, Fasteners, Substrates Foundation, Aux. Features Ballast, etc.	(May be attached on separate page(s) The MOT Plans VP is a modification to the generic Type I barricade found acceptable in letter WZ-54. It is comprised of the same components and materials as the generic Type I except that the 12" x 36" panels are either 18 GA metal or composite instead of plywood. The generic Type I is modified by attaching the 36" x 12" panels vertical instead of horizontal. This modification results in a barricade that is 12" wide instead of 36" wide. The height remains the same as the generic Type I.	

Page 2	FEDERAL HIGHWAY ADMINISTRATION OFFICE OF SAFETY DESIGN		Letter Number
	Category 2 Work Zone Device Acceptance Letter		Date
	Mandatory Attachments		
	Attachment # 1: Test data summary page(s)		
	Attach. #1a	Test #	
	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
		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":

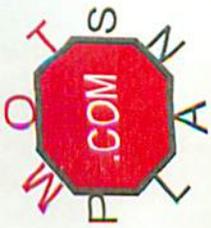
The distance to the lowest point on the sign is:

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 Category 2 Work Zone Device Acceptance Letter	Letter Number
		Date

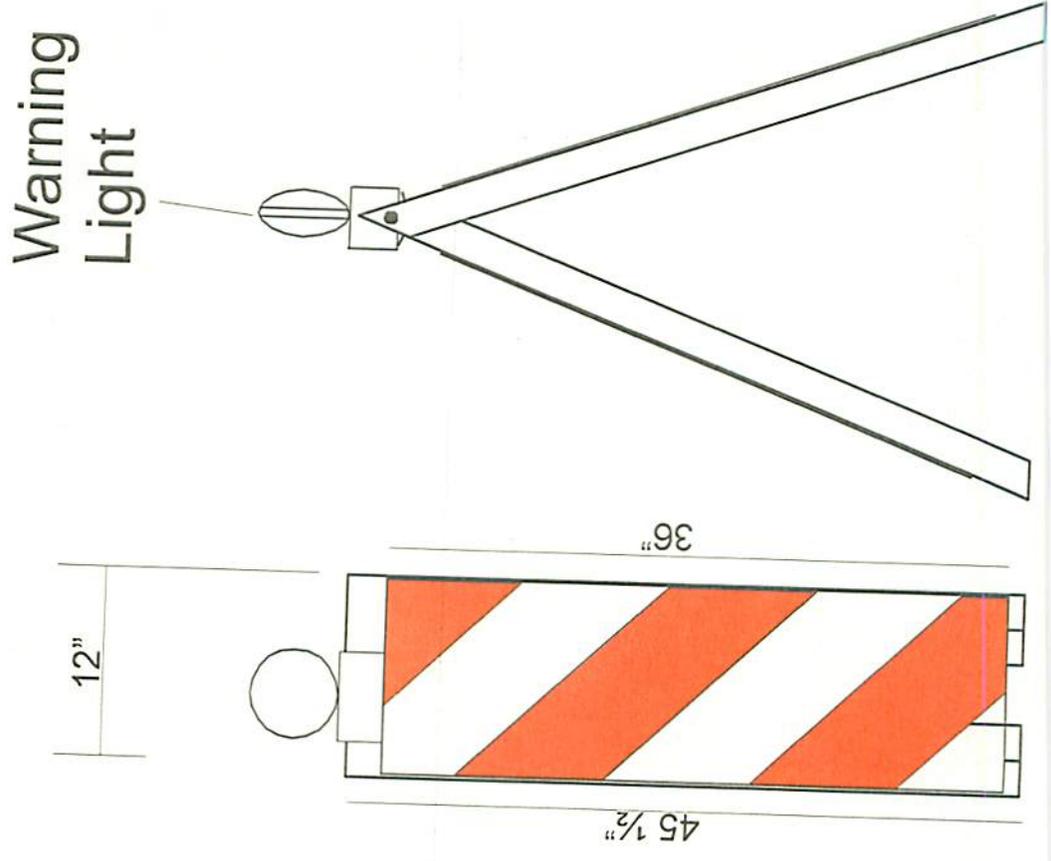
Please note the following standard provisions that apply to FHWA letters of acceptance:

- 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.



MOT Plans VP Barricade

Panels are High density comopolymer polyethylene or 18 GA steel
Legs are 45 1/2" long 12 ga steel angle
Optional crossbars are 12" 12 GA Angle





FHWA
Office of Safety Technologies Federal Highway Administration HSST
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Thank You,

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