U.S. Department
of Transportation

**Federal Highway
Administration**

March 7, 2005

400 Seventh St., S.W.
Washington, D.C. 20590

In Reply Refer To: HSA-10

Mr. Michael S. Stenko
President
Transpo Industries, Incorporated
20 Jones Street
New Rochelle, New York 10801-6098

Dear Mr. Stenko:

Pursuant to a recent telephone conversation between Mr. Arthur Dinitz and me, you sent me a letter dated February 24, 2005, in which you requested acceptance of your Visi-Barrier Panel design as an National Cooperative Highway Research Program (NCHRP) Report 350 crashworthy device.

The Visi-Barrier Panels are not safety barriers, per se, but are used primarily as stay-in-place forms that, when filled with concrete, become the outer surface/traffic face of a permanent traffic barrier. Since your product is made of polymer concrete with a compressive strength greater than is normally specified for structural concrete (96 Mpa vs. 28 Mpa) and a smooth surface that reduces friction, it can be expected to improve the crash performance and durability of any concrete barrier into which it is incorporated, be it a New Jersey shape, an F-shape, a constant slope barrier or a vertical wall. The test level for which the barrier shape and height has been previously accepted remains unchanged. Thus, a 32-inch tall barrier of any of the aforementioned shapes faced with Visi-Barrier Panels remains a test level 4 (TL-4) design, and a 42-inch tall barrier remains a TL-5 design.

Your product is currently listed in the 1995 edition of the AASHTO-AGC-ARTBA "Guide to Standardized Highway Barrier Hardware" (SBC20a) and is expected to be included in the upcoming revision of this publication as well. You may wish to add wording similar to that above to eliminate future confusion over the proper classification and the NCHRP Report 350 test level designation for the Visi-Barrier Panels.

Sincerely yours,

Richard D. Powers
Highway Engineer, Office of Safety Design
Office of Safety

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