DEPARTMENT OF TRANSPORTATION
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Making Conservation a California Way of Life.

December 9, 2020

Mr. Felipe Almanza
TrafFix Devices Inc.
160 Avenida La Pata
San Clemente, CA 92673

Dear Mr. Almanza:

The Big Sandy Inertial Crash Cushion System (ICS) is approved for use on California State Highways at test level 3 (TL-3). This approval was recommended by the California Department of Transportation's (Caltrans) Highway Safety Features New Products Committee (HSFNPC), based on the information you provided indicating the device complied with the requirements of the *Manual for Assessing Safety Hardware (MASH)*. The Federal Highway Administration accepted the Big Sandy ICS at TL-3 on March 8, 2018 (HSST-1/CC-139).

The Big Sandy ICS is a non-redirective, gating crash cushion that can be used in both temporary and permanent roadside installations. The Big Sandy ICS consists of an array of 12 individual free-standing plastic barrels in eight consecutive rows which contain 200, 400, 700, 1400, and 2100 pounds in gradually increasing weights of sand. The barrels are 37 inches in diameter and come in three configurations that make up the array: the 52.5-inch height barrel weighs 29 pounds, the 40.75-inch height barrel weighs 23 pounds, and the 40.3-inch height two-piece barrel weighs 16 pounds. All the barrels use the same 37-inch diameter snap-on lid. The overall length of the array is 28 feet, 1 inch. The barrels may be placed on flat surfaces of concrete, asphalt, gravel, compacted dirt, and inertial (barrel/module) pallets.

The non-redirective crash cushions are not designed to safely attenuate angled impacts into the blunt end of a system, therefore, potential risks should be evaluated when using a non-redirective device to protect an immovable blunt-end object.

The Big Sandy ICS will be included on the Caltrans Authorized Materials List and will be an alternative to other *MASH* compliant crash cushions. Reference Installation Manual Rev A1 (P/N 48100) and Drawing no. BIGSANDY-ARRAY-RA as

the approved plan sheet for Caltrans use. If the device, the drawing, or the manual are modified, the change(s) must be resubmitted to Caltrans for review. Any changes to the product must result in a product that still meets *MASH* standards.

If you have any questions, please contact Mark Ballentine, HSFNPC chair at (916) 654-2465 or by email at <mark.ballentine@dot.ca.gov>.

Sincerely,



MONICA KRESS-WOOSTER
Deputy Division Chief
Traffic Safety
Division of Safety Programs

c: Mark Ballentine, Chair, Highway Safety Features New Products Committee