

<p>TO:</p> <p>Director, Preliminary Plan Review Bureau</p> <p>SUPERSEDED BY EI 77-015 EFFECTIVE 3/10/1977</p>	<h1>ENGINEERING INSTRUCTION</h1> <p>NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p>
<p>Distribution:</p> <p><input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special</p>	<p>Code: <u>ET 76-7</u></p> <p>Date: <u>1/14/76</u></p>
<p>APPROVED:</p> <p style="text-align: center;"><i>R. R. Kelly</i></p> <p><u>R. R. KELLY, ASST. DEP. CH. ENGR., CONSTRUCTION SUBDIV.</u></p>	<p>Supersedes: MODIFIES EI 75-068 DATE 10/15/75</p>

Engineering Instruction 75-68 stated that the Energy Absorption Systems Inc. Energite Inertial Barrier was an acceptable alternate to the Fibco Inc. Fitch Inertial Barrier (Item 15654.0101 - .0401).

Presently, the detailed material and fabrication specifications are not available for the Energite Inertial Barrier. Pending the issuance of this data, units shall be accepted based on the following observations which must be evident at the time of erection and continue through the life of the contract:

1. Hold the required weight of sand plus or minus 5 percent.
2. Can be assembled without cracking, breaking, or requiring undue manual effort.
3. Remain in the assembled condition and show no evidence of distortion or disassembly unless impacted by a vehicle.
4. Appear to be well made in a workmanlike manner without noticeable imperfections in material.
5. Top fits properly and does not permit water to enter the sand container.

Project Engineers are to reject any barrier unit that fails to meet these requirements. Additionally, it is requested that a brief report be furnished to this office setting forth the circumstances for any rejection.

