It is very important to understand the difference between barriers and barricades. Barriers contain and redirect; LCBs yield and allow controlled penetration, which is the clear distinction.

For decades, road maintenance, construction engineers and practitioners have had few choices in traffic control devices. Concrete barriers are appropriate in work zones when needed for positive protection, but they can create hazards in themselves if used simply for channelization. Deploying concrete barrier systems at work sites simply as a channelizing/delineating fence is poor practice and creates an unnecessary hazard in itself, exposing vehicles to the possibility of engaging a hazard that, were the concrete not deployed, would not exist. This LCB device will channel traffic without the risk associated with impacting a concrete wall.

- Molded from high-density polyethylene plastic. High-impact and UV resistant.
- Size: 42" high, 72" wide, 24" deep, 0.156" thick (107cm/182.9cm/60.96cm). Jersey shaped.
- Weight: 100 lbs (45.5kg) empty. Full capacity (use on non-highway) is 153 gallons (579 liters) and weighs 1380lbs (626kg)
- NCHRP-350 crash tested and accepted at TL3 (suitable for high speed work zones). Federal acceptance letter WZ-277.
- Accepted by FHWA as Longitudinal Channelizing Barricade at TL3.
- Meets MUTCD specification 6F.66 for Longitudinal Channelizing Barricades.
- Meets NCHRP-350 requirements for Longitudinal Channelizing Barricades at TL3.
- Barricades can hold battery-operated or solar safety lights.
- Water is filled through a topside aperture and emptied by removing a plug at the base.
- Available in approved OSHA colors: Yellow, Desert Tan, Orange, White, Olive Drab
- Requires no additional hardware or parts
- Barricades are not damaged by freezing conditions. If water freezes, the plastic will expand.
- Patent Pending