Dear Mr. Ross:

This letter is in response to your February 24, 2020 request for the Federal Highway Administration (FHWA) to review a roadside safety device, hardware, or system for eligibility for reimbursement under the Federal-aid highway program. This FHWA letter of eligibility is assigned FHWA control number WZ-406 and is valid until a subsequent letter is issued by FHWA that expressly references this device.

**Decision**

The following device is eligible within the length-of-need, with details provided in the form which is attached as an integral part of this letter:

- Plasticade® Combocade® Type I and Type II Barricade

**Scope of this Letter**

To be found eligible for Federal-aid funding, new roadside safety devices should meet the crash test and evaluation criteria contained in the American Association of State Highway and Transportation Officials’ (AASHTO) Manual for Assessing Safety Hardware (MASH). However, the FHWA, the Department of Transportation, and the United States Government do not regulate the manufacture of roadside safety devices. Eligibility for reimbursement under the Federal-aid highway program does not establish approval, certification or endorsement of the device for any particular purpose or use.

This letter is not a determination by the FHWA, the Department of Transportation, or the United States Government that a vehicle crash involving the device will result in any particular outcome, nor is it a guarantee of the in-service performance of this device. Proper manufacturing, installation, and maintenance are required in order for this device to function as tested.

This finding of eligibility is limited to the crashworthiness of the system and does not cover other structural features, nor conformity with the Manual on Uniform Traffic Control Devices.
Eligibility for Reimbursement

Based solely on a review of crash test results and certifications submitted by the manufacturer, and the crash test laboratory, FHWA agrees that the device described herein meets the crash test and evaluation criteria of the AASHTO’s MASH. Therefore, the device is eligible for reimbursement under the Federal-aid highway program if installed under the range of tested conditions.

Name of system: Plasticade® Combocade® Type I and Type II Barricade
Type of system: Work Zone
Test Level: MASH Test Level 3 (TL3)
Testing conducted by: Texas A&M Transportation Institute (TTI).
Date of request: February 24, 2020

FHWA concurs with the recommendation of the accredited crash testing laboratory on the attached form.

Full Description of the Eligible Device

The device and supporting documentation, including reports of the crash tests or other testing done, videos of any crash testing, and/or drawings of the device, are described in the attached form.

Notice

This eligibility letter is issued for the subject device as tested. Modifications made to the device are not covered by this letter. Any modifications to this device should be submitted to the user (i.e., state DOT) as per their requirements.

You are expected to supply potential users with sufficient information on design, installation and maintenance requirements to ensure proper performance.

You are 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 test and evaluation criteria of AASHTO’s MASH.

Issuance of this letter does not convey property rights of any sort or any exclusive privilege. This letter is based on the premise that information and reports submitted by you are accurate and correct. We reserve the right to modify or revoke this letter if: (1) there are any inaccuracies in the information submitted in support of your request for this letter, (2) the qualification testing was flawed, (3) in-service performance or other information reveals safety problems, (4) the system is significantly different from the version that was crash tested, or (5) any other information indicates that the letter was issued in error or otherwise does not reflect full and complete information about the crashworthiness of the system.
Standard Provisions

- To prevent misunderstanding by others, this letter of eligibility designated as FHWA control number WZ-406 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 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.

- This FHWA eligibility letter is not an expression of any Agency view, position, or determination of validity, scope, or ownership of any intellectual property rights to a specific device or design. Further, this letter does not impute any distribution or licensing rights to the requester. This FHWA eligibility letter determination is made based solely on the crash-testing information submitted by the requester. The FHWA reserves the right to review and revoke an earlier eligibility determination after receipt of subsequent information related to crash testing.

Sincerely,

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

Enclosures
# Request for Federal Aid Reimbursement Eligibility of Highway Safety Hardware

**Submitter**

- **Date of Request:** February 24, 2020
- **Name:** Henry A. Ross
- **Company:** Plasticade
- **Address:** 100 Howard Avenue, Des Plaines, IL 60018
- **Country:** U.S.A.

**To:** Michael S. Griffith, Director

FHWA, Office of Safety Technologies

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I request the following devices be considered eligible for reimbursement under the Federal-aid highway program.

**Device & Testing Criterion**

<table>
<thead>
<tr>
<th>System Type</th>
<th>Submission Type</th>
<th>Device Name / Variant</th>
<th>Testing Criterion</th>
<th>Test Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>'WZ': Crash Worthy WorkZone</td>
<td>☐ Physical Crash Testing  ☐ Engineering Analysis</td>
<td>Plasticade® Combocade® Type I and Type II Barricade</td>
<td>AASHTO MASH</td>
<td>TL3</td>
</tr>
</tbody>
</table>

By submitting this request for review and evaluation by the Federal Highway Administration, I certify that the product(s) was (were) tested in conformity with the AASHTO Manual for Assessing Safety Hardware and that the evaluation results meet the appropriate evaluation criteria in the MASH.

**Individual or Organization responsible for the product:**

- **Contact Name:** Henry A. Ross (Same as Submitter)
- **Company Name:** Plasticade (Same as Submitter)
- **Address:** 100 Howard Avenue, Des Plaines, IL 60018 (Same as Submitter)
- **Country:** U.S.A. (Same as Submitter)

Enter below all disclosures of financial interests as required by the FHWA `Federal-Aid Reimbursement Eligibility Process for Safety Hardware Devices` document.

Texas A&M Transportation Institute (TTI) was contracted by Plasticade® to perform full-scale crash testing of the Plasticade® Combocade®. There are no shared financial interests in the Plasticade® Combocade® by TTI, or between Plasticade® and TTI, other than costs involved in the actual crash tests and reports for this submission to FHWA.

690900-PLP1&2
PRODUCT DESCRIPTION

New Hardware or Modification to Existing Hardware

The Combocade® Type I and Type II barricade is 42.3 inches tall, 24 inches wide, and 31 inches long. The barricade stands on 45-inch long 14-gauge galvanized steel angle legs. All boards used are made from HDPE (high density polyethylene plastic). Each top board measured 12 inches \(\times\) 24 inches \(\times\) 0.6 inch thick. Each bottom board measured 6 inches \(\times\) 24 inches \(\times\) 0.6 inch thick. A safety light (Empco-Lite Model 2006 with four D-cell batteries) was attached to the top of the test article, bringing total height of the barricade to 49.8 inches to the top of the safety light. The test article weighed 20 lb (including the 3-lb safety light), and a 35-lb sand bag was placed over one of the bottom boards.

CRASH TESTING

By signature below, the Engineer affiliated with the testing laboratory, agrees in support of this submission that all of the critical and relevant crash tests for this device listed above were conducted to meet the MASH test criteria. The Engineer has determined that no other crash tests are necessary to determine the device meets the MASH criteria.

<table>
<thead>
<tr>
<th>Required Test Number</th>
<th>Narrative Description</th>
<th>Evaluation Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-70 (1100C)</td>
<td>MASH states that Test 3-70 for small vehicles is considered optional for workzone traffic control devices weighing less than 220 lb, because velocity changes during low-speed impacts with freestanding, lightweight features will be within acceptable limits. The Plasticade® Combocade® Type I and Type II Barricade traffic control device weighed approximately 20 pounds each, exclusive of the sandbags. Therefore, MASH Test 3-70 was not performed on this traffic control device.</td>
<td>Non-Critical, not conducted</td>
</tr>
<tr>
<td>Required Test Number</td>
<td>Narrative Description</td>
<td>Evaluation Results</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>MASHTest 3-71</td>
<td>Involved an 1100C vehicle weighing 2420 lb ±55 lb impacting the traffic control device at an impact speed of 62 mi/h ±2.5 mi/h. Per MASH recommendations, the device was tested at critical impact angles (CIAs) of 90° ±1.5° and 0° ±1.5°. The results of test 690900-PLP1 conducted on October 21, 2019 are found in TTITest Report number 690900-PLP1&amp;2. The test vehicle was traveling at an impact speed of 63.9 mi/h when it contacted the first barricade at an impact angle of 0°. The vehicle was traveling at an impact speed of 62.9 mi/h and impact angle of 90° when it contacted the second barrier. Brakes on the vehicle were applied after loss of contact with the second barricade, and the vehicle came to rest 326 ft downstream of the impact point with the first barricade. One of the panels from the first barricade came to rest 45 ft downstream and 28 ft to the right of centerline of the vehicle path, and the remainder of the barricade was deformed but intact and came to rest 163 ft downstream and 15 ft to the left of centerline of the vehicle path. The second barricade was deformed, but all components remained together and it came to rest 118 ft downstream and 32 ft to the right of centerline of the vehicle path. The front bumper, air dam, and lower radiator support were damaged. The hood sustained three deformation areas; one measured 11 inches × 17 inches × 0.75 inch deep, another 8 inches × 10 inches × 0.25 inch deep, and the third 8 inches × 6 inches × 0.25 inch deep. There was no damage to the windshield. Maximum exterior crush to the vehicle was 0.75 inch in the front plane on the hood. No occupant compartment deformation or intrusion was observed. MASH does not require instrumentation of the vehicle when impacting lightweight, freestanding work zone traffic control devices weighing less than 220 lb, therefore the occupant risk factors were not calculated for this test. The Plasticade® Combocade® Type I and Type II Barricade weighed approximately 20 lb each, exclusive of the sandbags. The Combocade® performed acceptably for MASH test 3-71 with impact angles of 0° and 90°.</td>
<td>PASS</td>
</tr>
<tr>
<td>3-71 (1100C)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MASHTest 3-72 involves a 2270P vehicle weighing 5000 lb ±110 lb impacting the traffic control device at an impact speed of 62 mi/h ±2.5 mi/h. Per MASH recommendations, the device was tested at critical impact angles (CIAs) of 90° ±1.5° and 0° ±1.5°.

The results of test 690900-PLP2 conducted on October 21, 2019 are found in TTITest Report number 690900-PLP1&2. The test vehicle was traveling at an impact speed of 63.9 mi/h when it contacted the first barricade at an impact angle of 0°. The vehicle was traveling at an impact speed of 61.7 mi/h and impact angle of 90° when it contacted the second barrier. Brakes on the vehicle were applied after loss of contact with the second barricade, and the vehicle came to rest 372 ft downstream of the impact point with the first barricade and 12 ft left of centerline of the vehicle path. The first barricade fractured into two pieces. One piece of the first barricade came to rest 60 ft downstream of impact and in the centerline of the vehicle path, and the remainder of the barricade came to rest 65 ft downstream and 4 ft to the left of centerline of the vehicle path. The second barricade fractured into several pieces, the majority of which came to rest 200 ft downstream and in the centerline of the vehicle path. The hood sustained two small deformation areas that were so slight as to be insignificant. There was no damage to the windshield. No occupant compartment deformation or intrusion was observed.

MASH does not require instrumentation of the vehicle when impacting lightweight, freestanding work zone traffic control devices weighing less than 220 lb, therefore the occupant risk factors were not calculated for this test. The Plasticade® Combocade® Type I and Type II Barricade weighed approximately 20 lb each, exclusive of the sandbags. The Combocade® performed acceptably for MASH test 3-72 with impact angles of 0° and 90°.

Full Scale Crash Testing was done in compliance with MASH by the following accredited crash test laboratory (cite the laboratory’s accreditation status as noted in the crash test reports.):
ATTACHMENTS

Attach to this form:

1) Additional disclosures of related financial interest as indicated above.
2) A copy of the full test report, video, and a Test Data Summary Sheet for each test conducted in support of this request.
3) A drawing or drawings of the device(s) that conform to the Task Force-13 Drawing Specifications [Hardware Guide Drawing Standards]. For proprietary products, a single isometric line drawing is usually acceptable to illustrate the product, with detailed specifications, intended use, and contact information provided on the reverse. Additional drawings (not in TF-13 format) showing details that are relevant to understanding the dimensions and performance of the device should also be submitted to facilitate our review.

FHWA Official Business Only:

<table>
<thead>
<tr>
<th>Eligibility Letter</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>Date</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Figure 5.7. Summary of Results for MASH Test 3-71 at 0° and 90° on Plasticade® Combocade®.
Figure 6.7. Summary of Results for MASH Test 3-72 at 0° and 90° on Plasticade® Combocade®.
COMBOCADE™
TYPE I & TYPE II BARRICADE

Front View

Side View

24”W x 12”H Board
24”W x 8”H Board
24”W x 6”H Board

Back of Board

Specs

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>45”H x 24”W x 2 1/2”D</th>
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</thead>
<tbody>
<tr>
<td>Leg Composition</td>
<td>Roll Formed Steel, Galvanized, white powder coated by special order</td>
</tr>
<tr>
<td>Leg Weight</td>
<td>2.2 lbs.</td>
</tr>
<tr>
<td>Leg Thickness</td>
<td>14 gauge - 1 1/4”</td>
</tr>
<tr>
<td>Board Composition</td>
<td>High Density Polyethylene</td>
</tr>
<tr>
<td>Board Sizes</td>
<td>12”H x 24”W - 1.6 lbs.</td>
</tr>
<tr>
<td></td>
<td>8”H x 24”W - 1.4 lbs.</td>
</tr>
<tr>
<td></td>
<td>6”H x 24”W - 1 lb.</td>
</tr>
<tr>
<td>Board Thickness</td>
<td>5/8” D</td>
</tr>
<tr>
<td>Board Color</td>
<td>White</td>
</tr>
<tr>
<td>Reflective Sheeting</td>
<td>Available in all grades in white and orange stripes</td>
</tr>
</tbody>
</table>

MADE IN THE USA

PLASTICADE®
Board Composition
Dimensions
Board
Leg
Leg Weight
Leg Thickness
Board Composition
Board Sizes
Board Thickness
Board Color
Reflective Sheeting

www.plasticade.com

7700 N. Austin Avenue
Skokie, IL 60077
phone (800) 772-0355
fax (847) 966-8074
www.plasticade.com