



U.S. Department
of Transportation
**Federal Highway
Administration**

February 22, 2021

1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HSST-1/WZ-424

Mr. Henry A. Ross
Plasticade
100 Howard Avenue, Des Plaines
IL 60018
USA

Dear Mr. Ross:

This letter is in response to your November 23, 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-424 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 SS620A Sign Stand with corrugated plastic signs (60-in)

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 SS620A Sign Stand with corrugated plastic signs (60-in)
Type of system: Work Zone
Test Level: Test Level 3
Testing conducted by: Texas A&M Transportation Institute (TTI)
Date of request: November 23, 2020

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

In accordance with FHWA's Memo "Federal-aid Reimbursement Eligibility Process for Safety Hardware Devices" dated November 12, 2015, FHWA will make note of any reported damage to a test vehicle's fuel tank, oil pan, or other feature that might serve as a surrogate of the fuel tank. AASHTO's MASH states "Although not a specific factor in assessing test results, integrity of a test vehicle's fuel tank is a potential concern. It is preferable that the fuel tank remains intact and not be punctured. Damage or rupture of the fuel tank, oil pan, or other feature that might serve as a surrogate of the fuel tank should be reported". A test report included in this submittal documenting Test 3-71 at 90 degrees states "there was a small cut in the oil pan", and Test 3-71 at 0 degrees states "there was slight damage to the oil pan".

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-424 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,

A handwritten signature in blue ink that reads "Michael S. Griffith". The signature is written in a cursive, slightly slanted style.

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:	November 23, 2020	<input checked="" type="radio"/> New <input type="radio"/> Resubmission
	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		

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

Device & Testing Criterion - Enter from right to left starting with Test Level

System Type	Submission Type	Device Name / Variant	Testing Criterion	Test Level
WZ:CrashWorthyWork Zone Traffic Control Devices	<input checked="" type="radio"/> Physical Crash Testing <input type="radio"/> Engineering Analysis	Plasticade®SS620A Sign Stand with corrugated plastic signs (60-in)	AASHTO MASH	TL3

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 <input checked="" type="checkbox"/>
Company Name:	Plasticade	Same as Submitter <input checked="" type="checkbox"/>
Address:	100 Howard Avenue, Des Plaines, IL 60018	Same as Submitter <input checked="" type="checkbox"/>
Country:	U.S.A.	Same as Submitter <input checked="" type="checkbox"/>
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®SS620A Sign Stand with corrugated plastic signs. There are no shared financial interests in the Plasticade®SS620A Sign Stand with corrugated plastic signs by TTI, or between Plasticade® and TTI, other than costs involved in the actual crash tests and reports for this submission to FHWA.		
690900-PLP 16-17-18 (60-in)		

PRODUCT DESCRIPTION

Help	<p> <input checked="" type="radio"/> New Hardware or Significant Modification <input type="radio"/> Modification to Existing Hardware </p> <p> The Plasticade®SS620A Sign Stand is a proprietary sign stand tested to hold corrugated plastic sign panels at 60 inches above grade. Each sign stand was tested with a 48 inch square diamond-shaped Plasticade® corrugated plastic sign panel. Above the sign, three conspicuity flags were mounted at the top of the stand. A 40-lb sand bag was placed on each of the four legs of the sign stand to hold the stands in place. Each sign stand weighed 60.8lb (exclusive of the sand bags). </p> <p style="text-align: center;">CRASH TESTING</p> <p> 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. </p>	
Engineer Name:	D. Lance Bullard, Jr., P.E.	
Engineer Signature:	D. Lance Bullard, Jr.	Digitally signed by D. Lance Bullard, Jr. Date: 2020.11.22 08:06:17 -06'00'
Address:	1254 Avenue A, Bldg 7091, Bryan, Texas 77807	Same as Submitter <input type="checkbox"/>
Country:	U.S.A.	Same as Submitter <input type="checkbox"/>


A brief description of each crash test and its result: Help

Required Test Number	Narrative Description	Evaluation Results
3-70 (1100C)	3-70 MASH states that Test 3-70 for small vehicles is considered optional for work-zone traffic control devices weighing less than 220 lb, because velocity changes during low-speed impacts with free-standing, lightweight features will be within acceptable limits. The Plasticade® SS620A Sign Stand weighed 60.8 lb (excluding the sand bags). Therefore, MASH Test 3-70 was not performed on this traffic control device. Non-critical, not conducted	Non-Critical, not conducted

Required Test Number	Narrative Description	Evaluation Results
3-71 (1100C)	<p>The results of test 690900-PLP17 are found in TTI Test Report number 690900-PLP13-18. In this test, a sign stand with a corrugated plastic sign mounted 60 inches from grade to the bottom of sign was impacted. The sign stand was aligned 90° to the test vehicle. The test vehicle was traveling at an impact speed of 62.9 mi/h when it contacted the sign stand at an impact angle of 90°. The post and the sign came to rest 5 ft downstream and 8 ft to the left of the impact. One base leg landed 206 ft downstream and in line with the impact, while the remaining base assembly remained under the car and came to rest 378 ft downstream and in line with the impact. There was a small cut in the oil pan, but no fuel tank damage was observed.</p> <p>Maximum exterior crush to the vehicle was 0.75 inches in the hood. No occupant compartment deformation or intrusion was observed.</p> <p>The results of test 690900-PLP18 are found in TTI Test Report number 690900-PLP13-18. In this test, a sign stand with a corrugated plastic sign mounted 60 inches from grade to the bottom of sign was impacted. The sign stand was aligned 0° to the test vehicle. The test vehicle was traveling at an impact speed of 61.5 mi/h when it contacted the sign stand at an impact angle of 0°. The sign panel, post, and two of the legs came to rest 8 ft downstream and in line with the impact, and the remaining base assembly was trapped under the car and came to rest 380 ft downstream and 7 ft to the left of the impact. No damage to the windshield or fuel tank was observed, however there was slight damage to the oil pan. Maximum exterior crush to the vehicle was 1.0 inch in the front plane 16 inches to the right of the centerline at bumper height and hood height.</p> <p>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® SS620A Sign Stand weighed 60.8 lb (excluding the sand bags).</p> <p>The device performed acceptably for MASH test 3-71 with an impact angle of 90° and 0°.</p>	PASS

3-72 (2270P)	<p>The results of test 690900-PLP16 are found in TTI Test Report number 690900-PLP13-18. In this test, a sign stand with a corrugated plastic sign mounted 60 inches from grade to the bottom of sign was impacted. The test vehicle was traveling at an impact speed of 62.1 mi/h when it contacted the first sign stand at an impact angle of 90°. The vehicle was traveling at an impact speed of 60.1 mi/h and impact angle of 0° when it contacted the second sign stand. The base of the first impacted sign stand came to rest 8 ft downstream and in line with the impact. The sign panel came to rest 55 ft downstream and 8 ft to the left. The post came to rest 75 ft downstream and 25 ft to the left of the impact. For the second sign stand, two of the legs landed 5 ft downstream, and the post came to rest 30 ft downstream. The base of the second sign stand came to rest 450 ft downstream, and the sign panel came to rest 15 ft downstream and 13 ft to the left of the centerline. The windshield was cracked over an area that was 21 inches x 31 inches and 1.5 inches deep, but there were no holes or tears in the windshield laminate. No fuel tank damage was observed. Maximum exterior crush to the vehicle was 2.0 inches in the front plane 13 inches to the right and left of the centerline of the vehicle at bumper height. Maximum occupant compartment deformation was 1.5 inches in the windshield.</p> <p>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® SS620A Sign Stand weighed 60.8 lb (excluding the sand bags). The device performed acceptably for MASH test 3-72 with impact angles of 0° and 90°.</p>	PASS
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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.):

Laboratory Name:	Texas A&M Transportation Institute	
Laboratory Signature:	Digitally signed by Darrell L. Kuhn 'Date: 2020.11.20 16:18:15 -06'00' 	
Address:	1254 Avenue A, Bldg 7091, Bryan, Texas 77807	Same as Submitter <input type="checkbox"/>
Country:	U.S.A	Same as Submitter <input type="checkbox"/>
Accreditation Certificate Number and Dates of current Accreditation period :	ISO 17025-2017 Laboratory A2LA Certificate Number: 2821.01 Valid To: April 30, 2021	

Submitter Signature*: **Henry A. Ross** Digitally signed by Henry A. Ross
Date: 2020.12.03 10:14:16 -06'00'

Submit Form

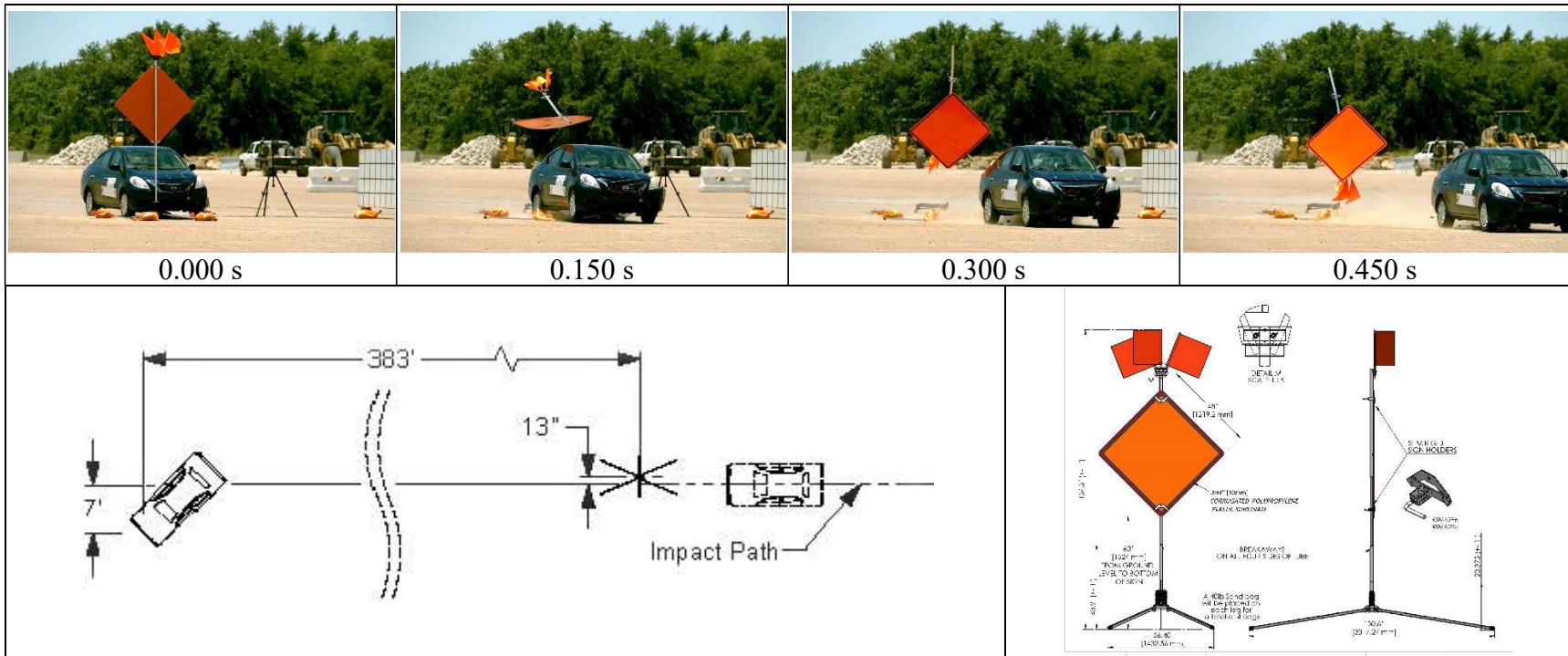
ATTACHMENTS

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:

Eligibility Letter		
Number	Date	Key Words



General Information

Test Agency Texas A&M Transportation Institute (TTI)
 Test Standard Test No. MASH Test 3-71 at 0°
 TTI Test No. 690900-PLP18
 Test Date 2020-06-12

Test Article

Type Work-Zone Traffic Control Device
 Name Plasticade® SS620A sign stand with
 corrugated plastic signs mounted at 60
 inches
 Installation Height..... 60 inches to bottom of sign panel
 Material or Key Elements ... 48-inch square diamond-shaped
 Plasticade® sign panel mounted on a four-
 legged 13-ft 8¾-inch stand and held in
 place by two slim, rigid sign holders
 Soil Type and Condition Concrete pavement, dry; 4 sand bags

Test Vehicle

Type/Designation 1100C
 Make and Model 2014 Nissan Versa
 Curb 2436 lb
 Test Inertial 2444 lb
 Dummy 165 lb
 Gross Static 2609 lb

Impact Conditions

Speed Sign Stand #1 61.5 mi/h
 Angle Sign Stand #1 0°

Kinetic Energy #1 309 kip-ft

Exit Conditions

Speed Sign Stand #1 59.3 mi/h

Post-Impact Trajectory

Stopping Distance 383 ft downstream
 7 ft left of center

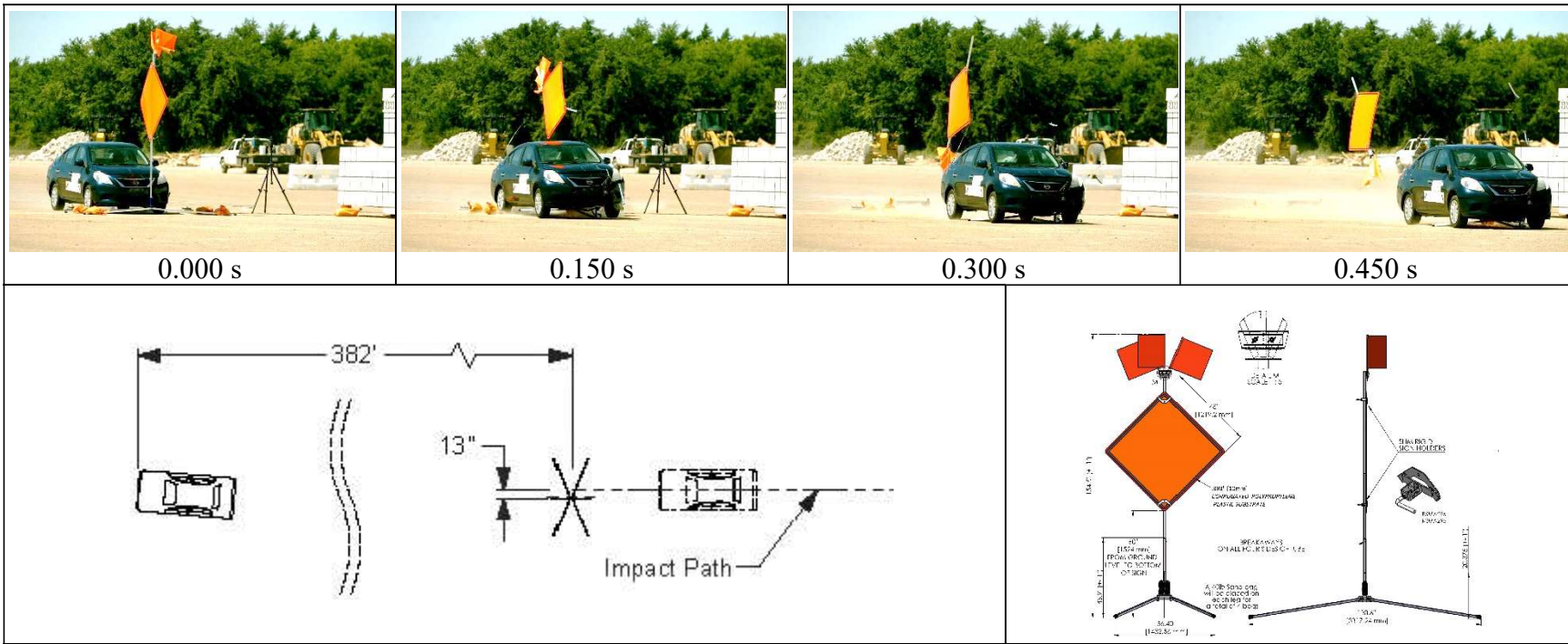
Maximum Test Debris Scatter

Sign Stand #1 380 ft downstream
 7 ft left of center

Vehicle Damage

VDS 12FR1
 CDC 12FREN1
 Max. Exterior Deformation..... 1.0 inch
 OCDI FS0000000
 Max. Occupant Compartment
 Deformation None
 Windshield Damage None

Figure 10.6. Summary of Results for MASH Test 3-71 at 0 Degree on Plasticade® SS620A Sign Stand with Corrugated Plastic Signs Mounted at 60 inches.



General Information

Test Agency Texas A&M Transportation Institute (TTI)
 Test Standard Test No. MASH Test 3-71 at 90°
 TTI Test No. 690900-PLP17
 Test Date 2020-06-12

Test Article

Type Work-Zone Traffic Control Device
 Name Plasticade® SS620A sign stand with corrugated plastic signs mounted at 60 inches
 Installation Height 60 inches to bottom of sign panel
 Material or Key Elements ... 48-inch square diamond-shaped Plasticade® sign panel mounted on a four-legged 13-ft 8¾-inch stand and held in place by two slim, rigid sign holders

Soil Type and Condition Concrete pavement, dry; 4 sand bags

Test Vehicle

Type/Designation 1100C
 Make and Model 2014 Nissan Versa
 Curb 2436 lb
 Test Inertial 2444 lb
 Dummy 165 lb
 Gross Static 2609 lb

Impact Conditions

Speed Sign Stand #1 62.9 mi/h
 Angle Sign Stand #1 90°

Kinetic Energy #1 323 kip-ft

Exit Conditions

Speed Sign Stand #1 61.2 mi/h

Post-Impact Trajectory

Stopping Distance 382 ft downstream and on centerline

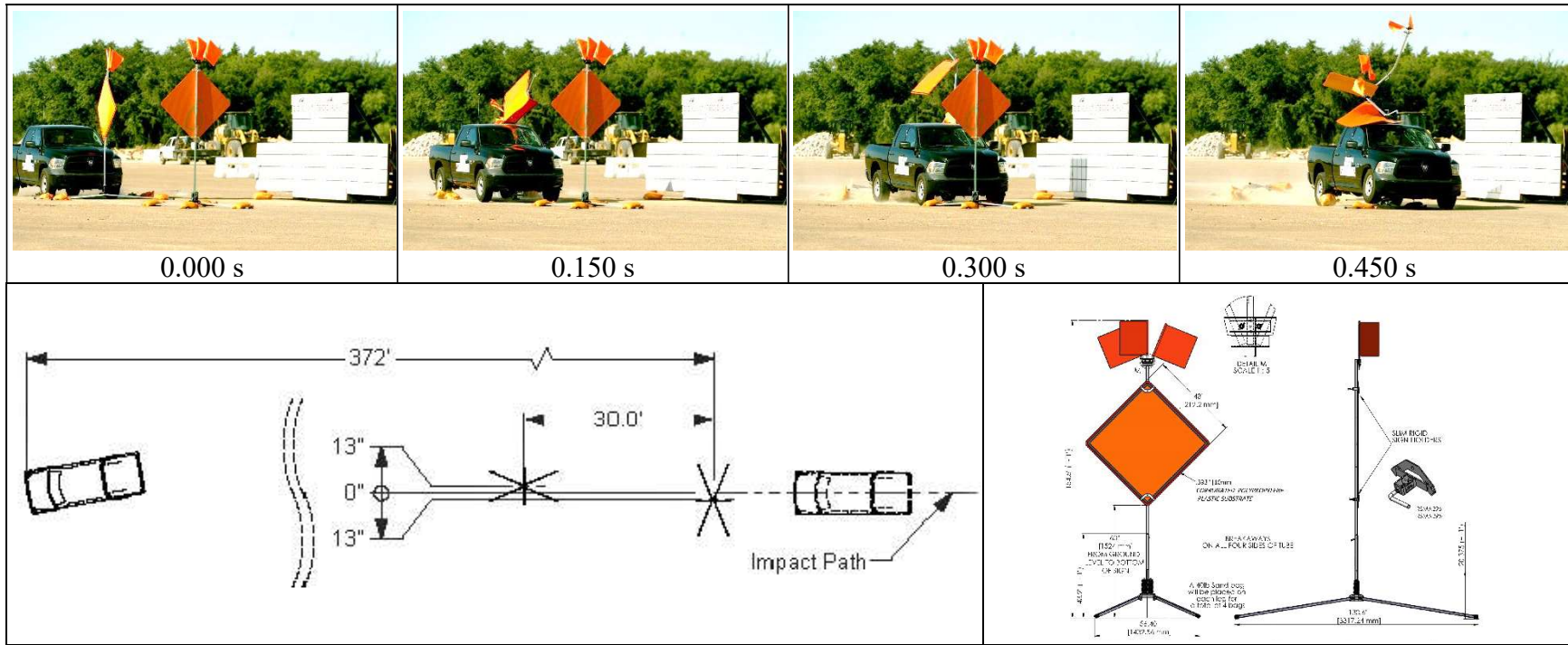
Maximum Test Debris Scatter

Sign Stand #1 378 ft downstream and in line

Vehicle Damage

VDS 12FL1
 CDC 12FLEN1
 Max. Exterior Deformation 0.75 inches
 OCDI FS0000000
 Max. Occupant Compartment Deformation None
 Windshield Damage None

Figure 9.6. Summary of Results for MASH Test 3-71 at 90 Degrees on Plasticade® SS620A Sign Stand with Corrugated Plastic Signs Mounted at 60 inches



General Information

Test Agency..... Texas A&M Transportation Institute (TTI)
 Test Standard Test No..... MASH Test 3-72 at 90° and 0°
 TTI Test No. 690900-PLP16
 Test Date 2020-06-12

Test Article

Type Work-Zone Traffic Control Device
 Name..... Plasticade® SS620A sign stands with corrugated plastic signs mounted at 60 inches
 Installation Height..... 60 inches to bottom of sign panel
 Material or Key Elements 48-inch square diamond-shaped Plasticade® sign panel mounted on a four-legged 13-ft 8 3/4-inch stand and held in place by two slim, rigid sign holders

Soil Type and Condition

..... Concrete pavement, dry; 4 sand bags

Test Vehicle

Type/Designation 2270P
 Make and Model 2014 RAM 1500
 Curb..... 4962 lb
 Test Inertial 5008 lb
 Dummy No dummy
 Gross Static 5008 lb

Impact Conditions

Speed Sign Stand #1 62.1 mi/h
 Angle Sign Stand #1 90°
 Speed Sign Stand #2 60.1 mi/h
 Angle Sign Stand #2 0°

Kinetic Energy #1 & #2..... 646 & 605 kip-ft

Exit Conditions

Speed Sign Stand #1 60.1 mi/h
 Speed Sign Stand #2 58.0 mi/h

Post-Impact Trajectory

Stopping Distance..... 372 ft downstream centerline

Maximum Test Debris Scatter

Sign Stand #1 75 ft downstream
 Sign Stand #2 25 ft left of center
 450 ft downstream
 13 ft left of center

Vehicle Damage

VDS 12FL1/12FR1
 CDC 12FLEN1/12FREN1
 Max. Exterior Deformation..... 2.0 inches
 OCDI..... FS0000000
 Max. Occupant Compartment Deformation 1.5 inches
 Windshield Damage Cracked, but no hole

Figure 8.6. Summary of Results for MASH Test 3-72 at 0° and 90° on Plasticade® SS620A Sign Stands with Corrugated Plastic Signs Mounted at 60 inches.

8 7 6 5 4 3 2 1

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D

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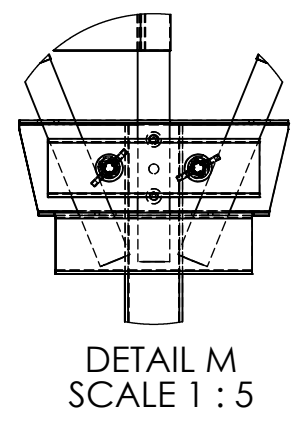
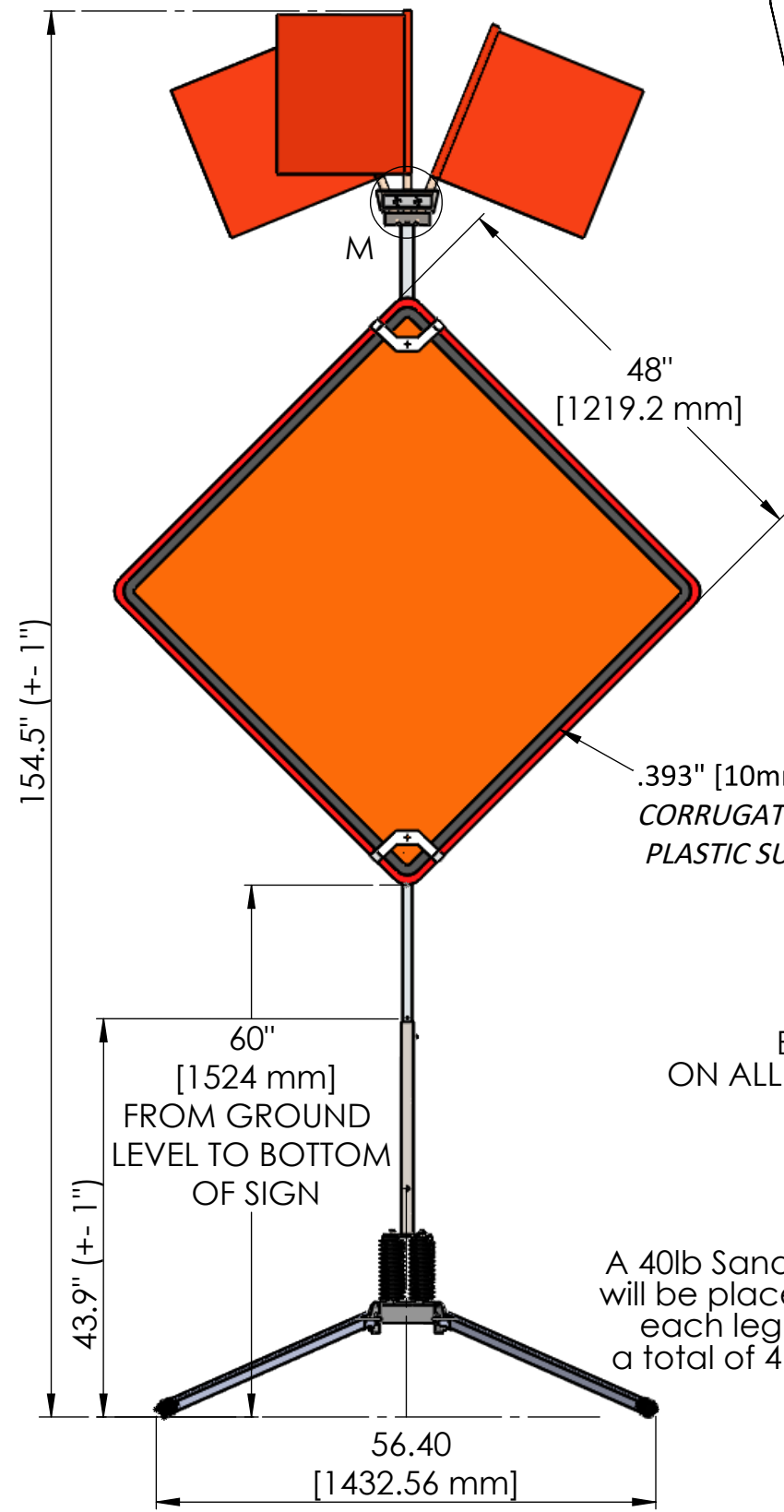
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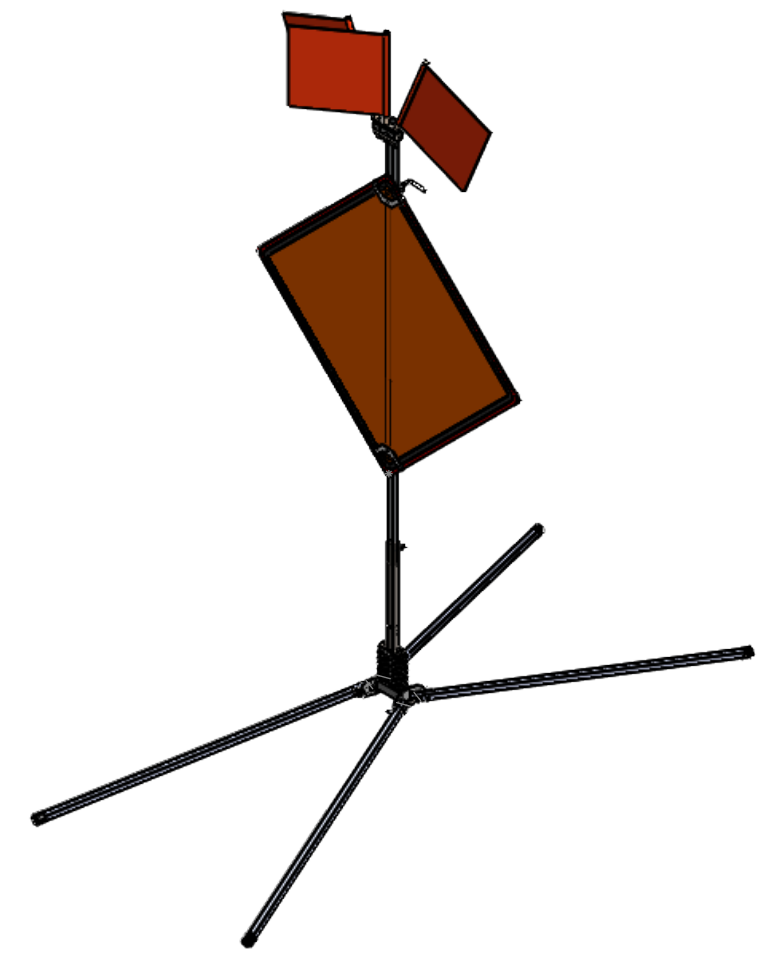
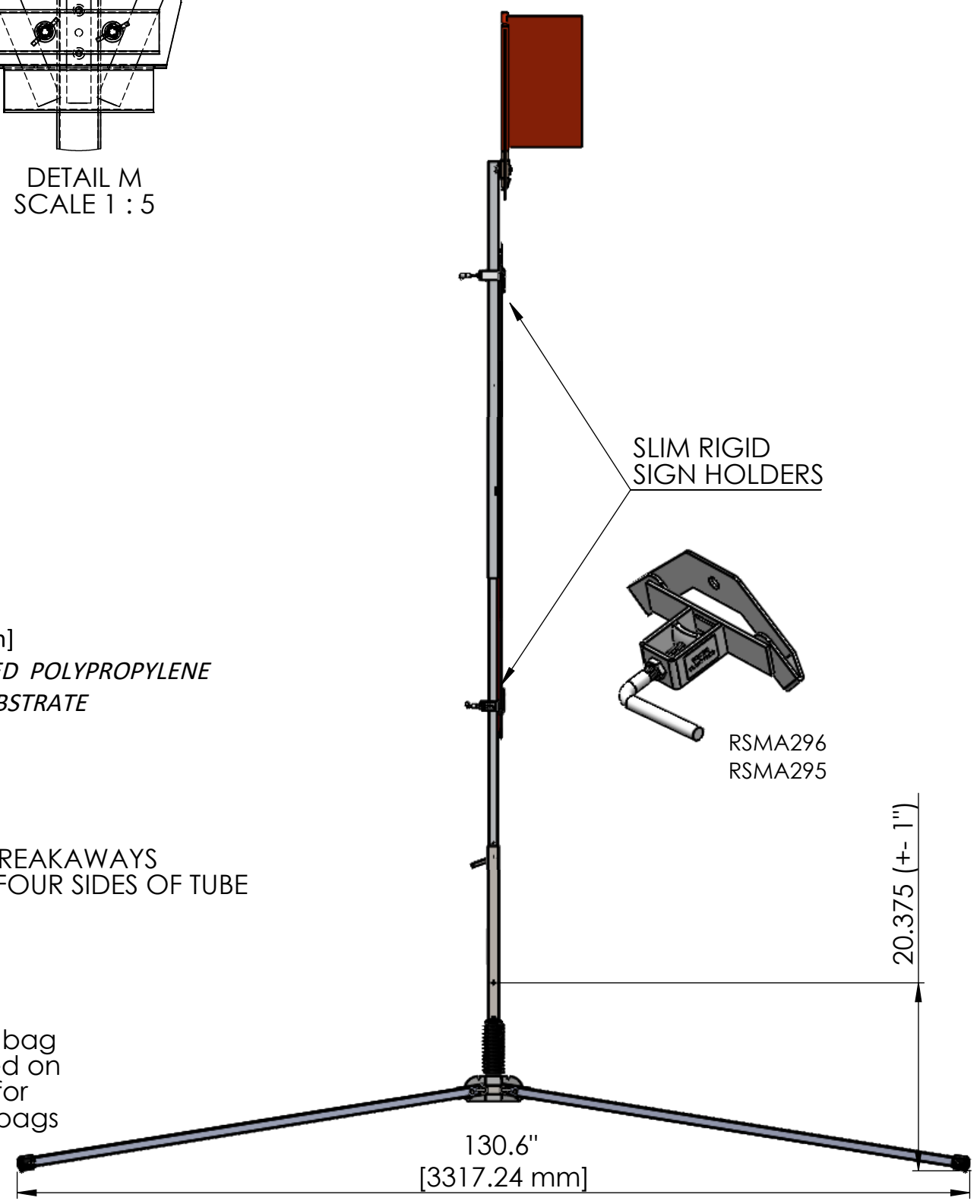
A

A



BREAKAWAYS ON ALL FOUR SIDES OF TUBE

A 40lb Sand bag will be placed on each leg for a total of 4 bags



PLASTICADE		PLASTICADE INC. 7700 N AUSTIN AVE SKOKIE IL 1-800-470-3300	
DRAWN	NAME BAS	DATE 11/17/2020	
UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES (mm). TOLERANCES: FRACTIONAL: X/X ± 1/16 [1.6mm] DECIMAL: X.X ± .0625 X.XX ± .032 X.XXX ± .015" DEGREES: ±0.5°			
PROPRIETARY AND CONFIDENTIAL			
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF PLASTICADE INC.			
SIZE B	DWG. NO. SS620A CRASH TEST	REV A	
SCALE: 1:20		SHEET 2 OF 4	

8 7 6 5 4 3 2 1



U.S. Department
of Transportation
**Federal Highway
Administration**

February 22, 2021

1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HSST-1/WZ-425

Mr. Henry A. Ross
Plasticade
100 Howard Avenue, Des Plaines
IL 60018
USA

Dear Mr. Ross:

This letter is in response to your November 23, 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-425 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 SS620A Sign Stand with corrugated plastic signs (84-in)

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.

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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 SS620A Sign Stand with corrugated plastic signs (84-in)
Type of system: Work Zone
Test Level: Test Level 3
Testing conducted by: Texas A&M Transportation Institute (TTI)
Date of request: November 23, 2020

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

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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:	November 23, 2020	<input checked="" type="radio"/> New <input type="radio"/> Resubmission
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	Company:	Plasticade	
	Address:	100 Howard Avenue, Des Plaines, IL 60018	
	Country:	U.S.A.	
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WZ:CrashWorthyWork Zone Traffic Control Devices	<input checked="" type="radio"/> Physical Crash Testing <input type="radio"/> Engineering Analysis	Plasticade®SS620A Sign Stand with corrugated plastic signs (84-in)	AASHTO MASH	TL3

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Contact Name:	Henry A. Ross	Same as Submitter <input checked="" type="checkbox"/>
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690900-PLP 13-14-15 (84-in)		

PRODUCT DESCRIPTION

Help	<p> <input checked="" type="radio"/> New Hardware or Significant Modification <input type="radio"/> Modification to Existing Hardware </p> <p> The Plasticade®SS620A Sign Stand is a proprietary sign stand tested to hold corrugated plastic sign panels at 84 inches above grade. Each sign stand was tested with a 48 inch square diamond-shaped Plasticade® corrugated plastic sign panel. Above the sign, three conspicuity flags were mounted at the top of the stand. A 40-lb sand bag was placed on each of the four legs of the sign stand to hold the stands in place. Each sign stand weighed 60.8lb (exclusive of the sand bags). </p> <p style="text-align: center;">CRASH TESTING</p> <p> 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. </p>	
Engineer Name:	D. Lance Bullard, Jr., P.E.	
Engineer Signature:	D. Lance Bullard, Jr.	Digitally signed by D. Lance Bullard, Jr. Date: 2020.11.22 08:07:38 -06'00'
Address:	1254 Avenue A, Bldg 7091, Bryan, Texas 77807	Same as Submitter <input type="checkbox"/>
Country:	U.S.A.	Same as Submitter <input type="checkbox"/>


A brief description of each crash test and its result: Help

Required Test Number	Narrative Description	Evaluation Results
3-70 (1100C)	3-70 MASH states that Test 3-70 for small vehicles is considered optional for work-zone traffic control devices weighing less than 220 lb, because velocity changes during low-speed impacts with free-standing, lightweight features will be within acceptable limits. The Plasticade®SS620A Sign Stand weighed 60.8 lb (excluding the sand bags). Therefore, MASH Test 3-70 was not performed on this traffic control device. Non-critical, not conducted	Non-Critical, not conducted

Required Test Number	Narrative Description	Evaluation Results
3-71 (1100C)	<p>The results of test 690900-PLP14 are found in TTI Test Report number 690900-PLP13-18. In this test, two sign stands with corrugated plastic signs mounted 84 inches from grade to the bottom of sign were impacted. The first was aligned 90° to the test vehicle, and the second was aligned 0° to the test vehicle. The test vehicle was traveling at an impact speed of 63.5 mi/h when it contacted the first sign stand at an impact angle of 90°. During this test, the first sign stand interfered with the performance of the second sign stand. Therefore, the 0° test was repeated and is discussed below in test number 690900-PLP15. For the first impacted sign stand at 90 degrees, part of the post, sign, and one leg remained at the impact site, with a 1.5-ft long section of the post landing 180 ft downstream, and the remainder of the base landing 60 ft downstream and in line with the impact. There was a cut in the oil pan. No fuel tank damage was observed. The windshield was cracked at the upper right corner but suffered no hole or tear, and the rear glass was shattered and separated from the frame. There was no measurable exterior crush to the vehicle, and no occupant compartment deformation or intrusion occurred.</p> <p>The results of test 690900-PLP15 are found in TTI Test Report number 690900-PLP13-18. In this test, a sign stand with a corrugated plastic sign mounted 84 inches from grade to the bottom of sign was impacted. The sign stand was aligned 0° to the test vehicle. The test vehicle was traveling at an impact speed of 61.8 mi/h when it contacted the sign stand at an impact angle of 0°. The post of the sign stand landed 4 ft to the right and 3 ft downstream of the impact. The base came to rest 115 ft downstream and 4 ft to the right of the impact. No damage to the fuel tank or windshield was observed. Maximum exterior crush to the vehicle was too small to measure. No occupant compartment deformation or intrusion was observed.</p> <p>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 these tests.</p> <p>The device performed acceptably for MASH test 3-71 with impact angles of 90° and 0°.</p>	PASS

3-72 (2270P)	<p>The results of test 690900-PLP13 are found in TTI Test Report number 690900-PLP13-18. In this test, a sign stand with a corrugated plastic sign mounted 84 inches from grade to the bottom of sign was impacted. The test vehicle was traveling at an impact speed of 61.9 mi/h when it contacted the first sign stand at an impact angle of 90°. The vehicle was traveling at an impact speed of 61.0 mi/h and impact angle of 0° when it contacted the second sign stand. The base of the first impacted sign stand separated from the post and landed 8 ft downstream and in line with the impact. The remaining leg from that sign stand landed 100 ft downstream and 25 ft to the left of impact. The post of the second impacted sign stand and two of the legs landed 3 ft downstream, and the sign panel and the other two legs landed 60 ft downstream and in line with the impact. Half of the base from the second impacted sign stand landed 75 ft downstream and in line with the impact. There were scuff marks on the windshield and roof. No fuel tank damage was observed. Maximum exterior crush to the vehicle was 0.5 inches in the front plane to the right and left of the centerline of the vehicle at bumper height. No occupant compartment deformation or intrusion was observed.</p> <p>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® SS620A Sign Stand weighed 60.8 lb (excluding the sand bags). The device performed acceptably for MASH test 3-72 with impact angles of 0° and 90°.</p>	PASS
--------------	---	------

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.):

Laboratory Name:	Texas A&M Transportation Institute	
Laboratory Signature:	Digitally signed by Darrell L. Kuhn 'Date: 2020.11.20 16:14:15 -06'00' 	
Address:	1254 Avenue A, Bldg 7091, Bryan, Texas 77807	Same as Submitte <input type="checkbox"/>
Country:	U.S.A	Same as Submitte <input type="checkbox"/>
Accreditation Certificate Number and Dates of current Accreditation period :	ISO 17025-2017 Laboratory A2LA Certificate Number: 2821.01 Valid To: April 30, 2021	

Submitter Signature*: **Henry A. Ross** Digitally signed by Henry A. Ross
Date: 2020.12.03 10:09:05 -06'00'

Submit Form

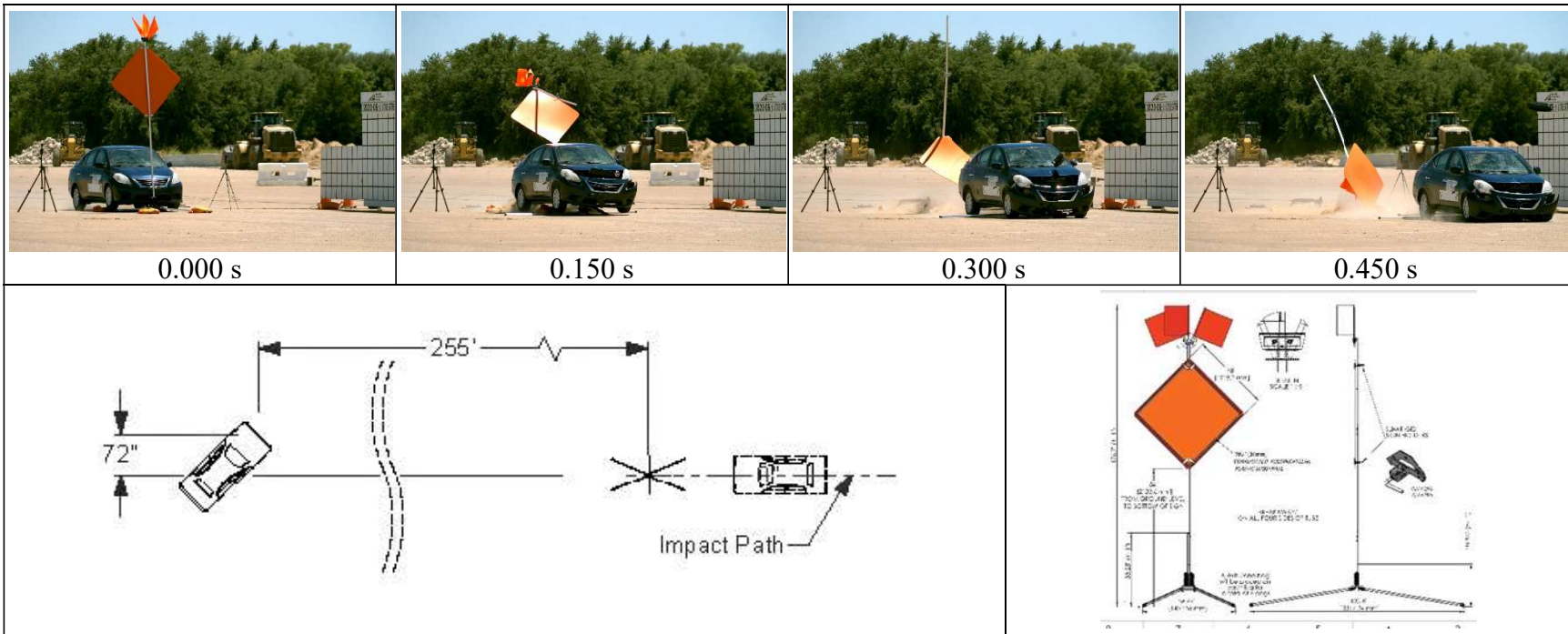
ATTACHMENTS

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:

Eligibility Letter		
Number	Date	Key Words



General Information

Test Agency..... Texas A&M Transportation Institute (TTI)
 Test Standard Test No..... MASH Test 3-71 at 0°
 TTI Test No. 690900-PLP15
 Test Date 2020-06-11

Test Article

Type Work-Zone Traffic Control Device
 Name..... Plasticade® SS620A sign stand with corrugated plastic signs mounted at 84 inches
 Installation Height..... 84 inches to bottom of sign panel
 Material or Key Elements ... 48-inch square diamond-shaped Plasticade® sign panel mounted on a four-legged 13-ft 8¾-inch stand and held in place by two slim, rigid sign holders

Soil Type and Condition Concrete pavement, dry; 4 sand bags

Test Vehicle

Type/Designation 1100C
 Make and Model 2014 Nissan Versa
 Curb..... 2436 lb
 Test Inertial 2444 lb
 Dummy 165 lb
 Gross Static 2609 lb

Impact Conditions

Speed Sign Stand #1 61.8 mi/h
 Angle Sign Stand #1 0°

Kinetic Energy #1 312 kip-ft

Exit Conditions

Speed Sign Stand #1 60.8 mi/h

Post-Impact Trajectory

Stopping Distance..... 255 ft downstream
 6 ft right of center

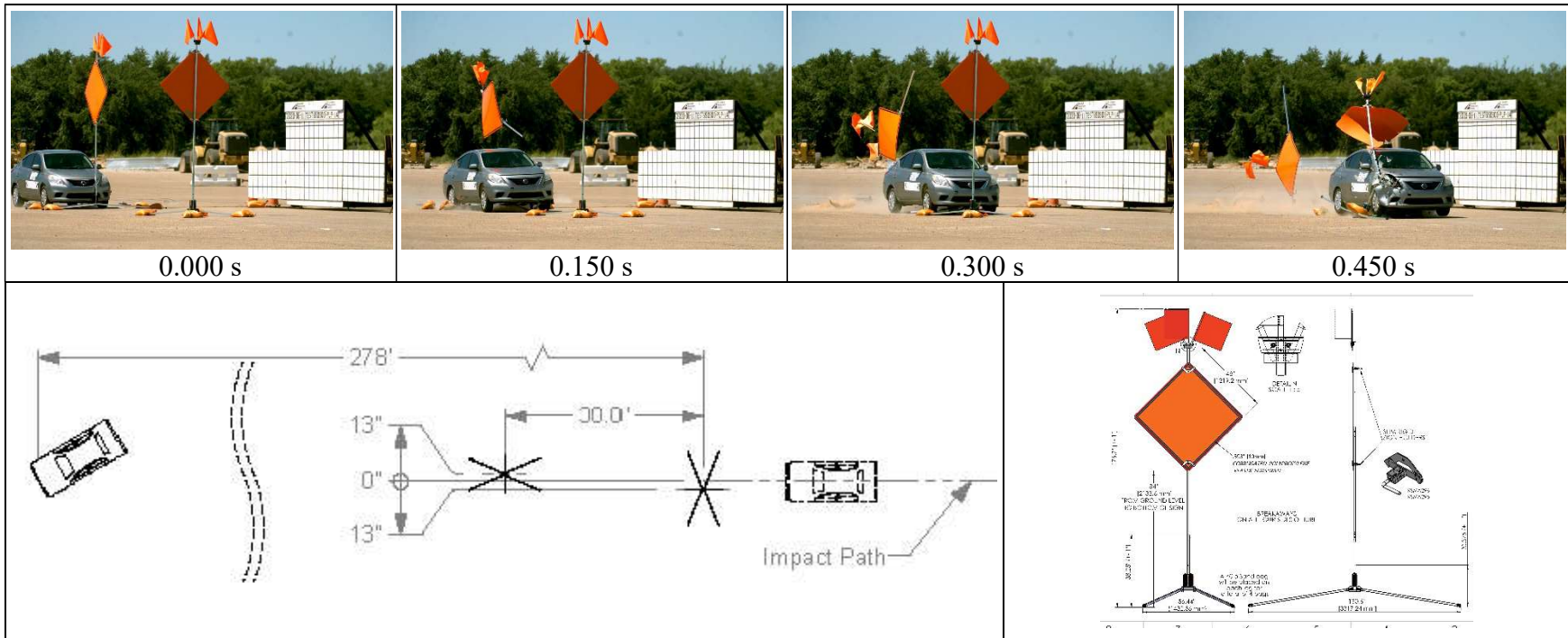
Maximum Test Debris Scatter

Sign Stand #1 115 ft downstream
 5 ft left/4 ft right

Vehicle Damage

VDS 12FR1
 CDC..... 12FREN1
 Max. Exterior Deformation..... None
 OCDI..... FS0000000
 Max. Occupant Compartment Deformation None
 Windshield Damage..... None

Figure 7.6. Summary of Results for MASH Test 3-71 at 0 Degrees on Plasticade® SS620A Sign Stand with Corrugated Plastic Signs Mounted at 84 inches.



General Information

Test Agency..... Texas A&M Transportation Institute (TTI)
 Test Standard Test No..... MASH Test 3-71 at 90°
 TTI Test No. 690900-PLP14
 Test Date 2020-06-11

Test Article

Type Work-Zone Traffic Control Device
 Name..... Plasticade® SS620A sign stands with corrugated plastic signs mounted at 84 inches

Installation Height..... 84 inches to bottom of sign panel
 Material or Key Elements ... 48-inch square diamond-shaped Plasticade® sign panel mounted on a four-legged 13-ft 8¾-inch stand and held in place by two slim, rigid sign holders

Soil Type and Condition Concrete pavement, dry; 4 sand bags

Test Vehicle

Type/Designation 1100C
 Make and Model 2014 Nissan Versa
 Curb..... 2418 lb
 Test Inertial 2420 lb
 Dummy 165 lb
 Gross Static 2585 lb

Impact Conditions

Speed Sign Stand #1 63.5 mi/h
 Angle Sign Stand #1 90°
 Speed Sign Stand #2 60.2 mi/h
 Angle Sign Stand #2 NA

Kinetic Energy #1 & #2..... 326 kip-ft

Exit Conditions

Speed Sign Stand #1 60.2 mi/h
 Speed Sign Stand #2 NA

Post-Impact Trajectory

Stopping Distance..... 278 ft downstream and in line

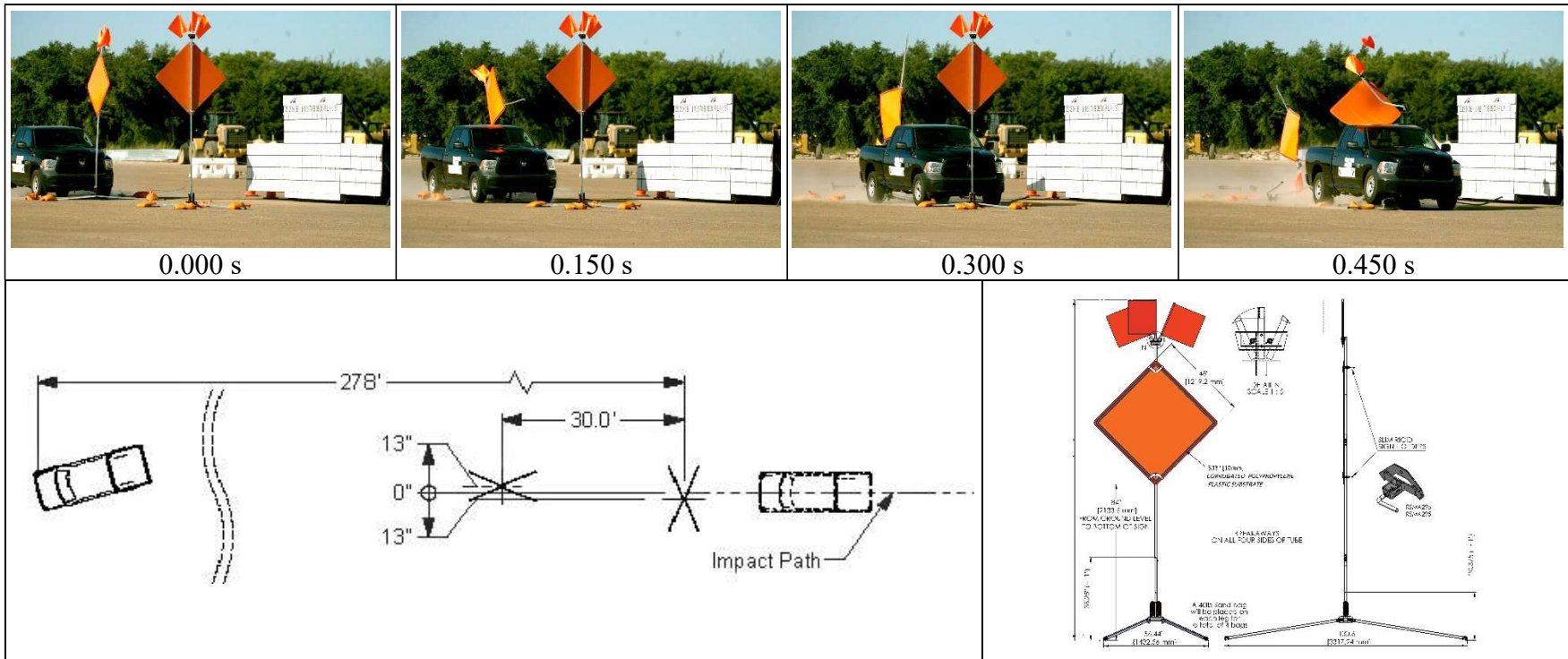
Maximum Test Debris Scatter

Sign Stand #1 180 ft downstream centerline
 Sign Stand #2 30 ft downstream 6 ft to right of center

Vehicle Damage

VDS 12FL1/12FR1
 CDC..... 12FLEN1/12FREN1
 Max. Exterior Deformation..... None measurable
 OCDI..... FS0000000
 Max. Occupant Compartment Deformation None
 Windshield Damage..... Cracked, no hole

Figure 6.7. Summary of Results for MASH Test 3-71 at 90 Degrees on Plasticade® SS620A Sign Stands with Corrugated Plastic Signs Mounted at 84 inches.



General Information

Test Agency Texas A&M Transportation Institute (TTI)
 Test Standard Test No. MASH Test 3-72 at 90° and 0°
 TTI Test No. 690900-PLP13
 Test Date 2020-06-11

Test Article

Type Work-Zone Traffic Control Device
 Name Plasticade® SS620A sign stands with corrugated plastic signs mounted at 84 inches
 Installation Height inches
 Material or Key Elements ... 84 inches to bottom of sign panel
 48-inch square diamond-shaped Plasticade® sign panel mounted on a four-legged 13-ft 8¾-inch stand and held in place by two slim, rigid sign holders

Soil Type and Condition

Concrete pavement, dry; 4 sand bags

Test Vehicle

Type/Designation 2270P
 Make and Model 2014 RAM 1500
 Curb 4962 lb
 Test Inertial 5008 lb
 Dummy No dummy
 Gross Static 5008 lb

Impact Conditions

Speed Sign Stand #1 61.9 mi/h
 Angle Sign Stand #1 90°
 Speed Sign Stand #2 61.0 mi/h
 Angle Sign Stand #2 0°

Kinetic Energy #1 & #2 641 & 623 kip-ft

Exit Conditions

Speed Sign Stand #1 61.0 mi/h
 Speed Sign Stand #2 60.7 mi/h

Post-Impact Trajectory

Stopping Distance 278 ft downstream and in line

Maximum Test Debris Scatter

Sign Stand #1 100 ft downstream
 25 ft left of center
 Sign Stand #2 75 ft downstream and on centerline

Vehicle Damage

VDS 12FL1/12FR1
 CDC 12FLEN1/12FREN1
 Max. Exterior Deformation 0.5 inches
 OCDI FS0000000
 Max. Occupant Compartment Deformation None
 Windshield Damage None

Figure 5.6. Summary of Results for MASH Test 3-72 at 0° and 90° on Plasticade® SS620A Sign Stands with Corrugated Plastic Signs Mounted at 84 inches.

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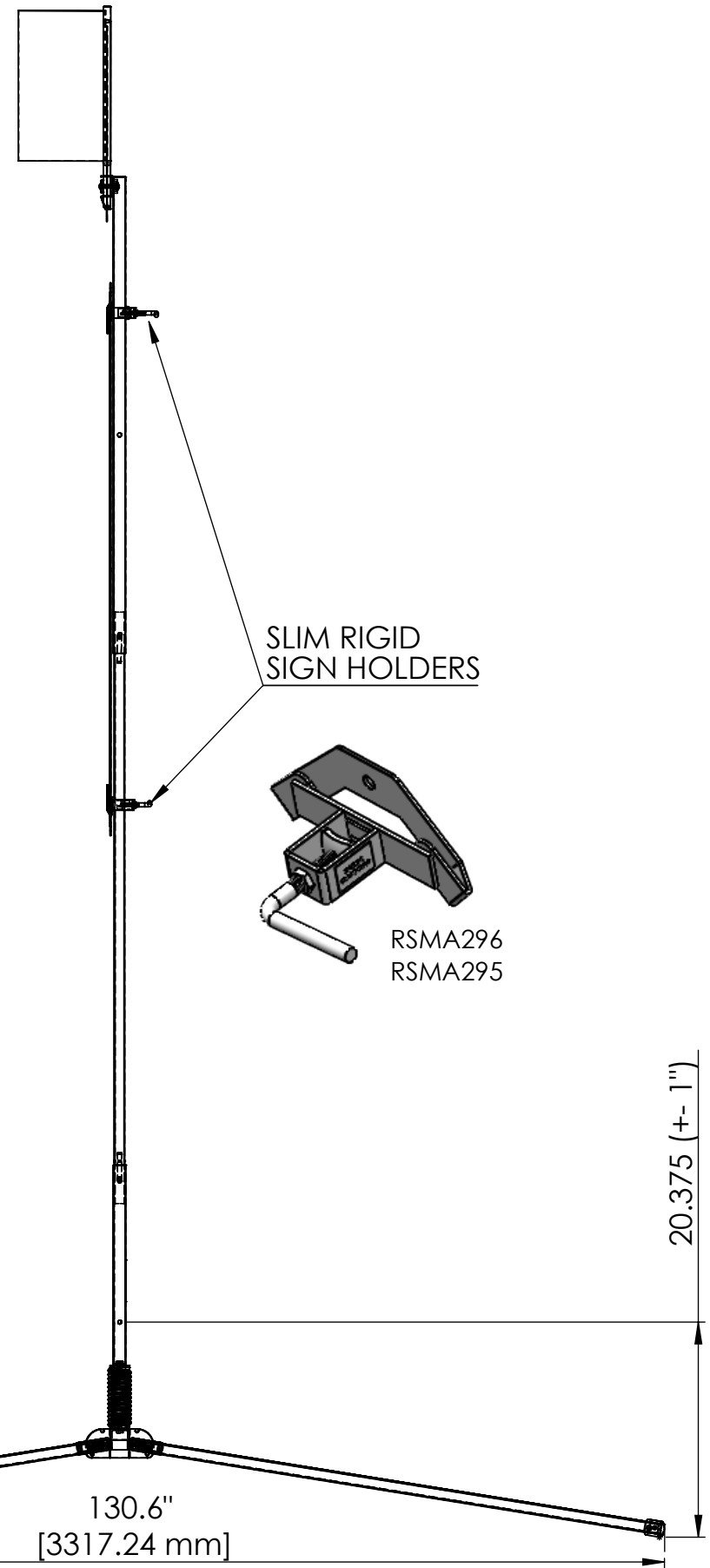
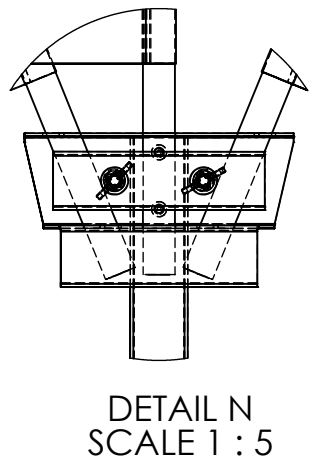
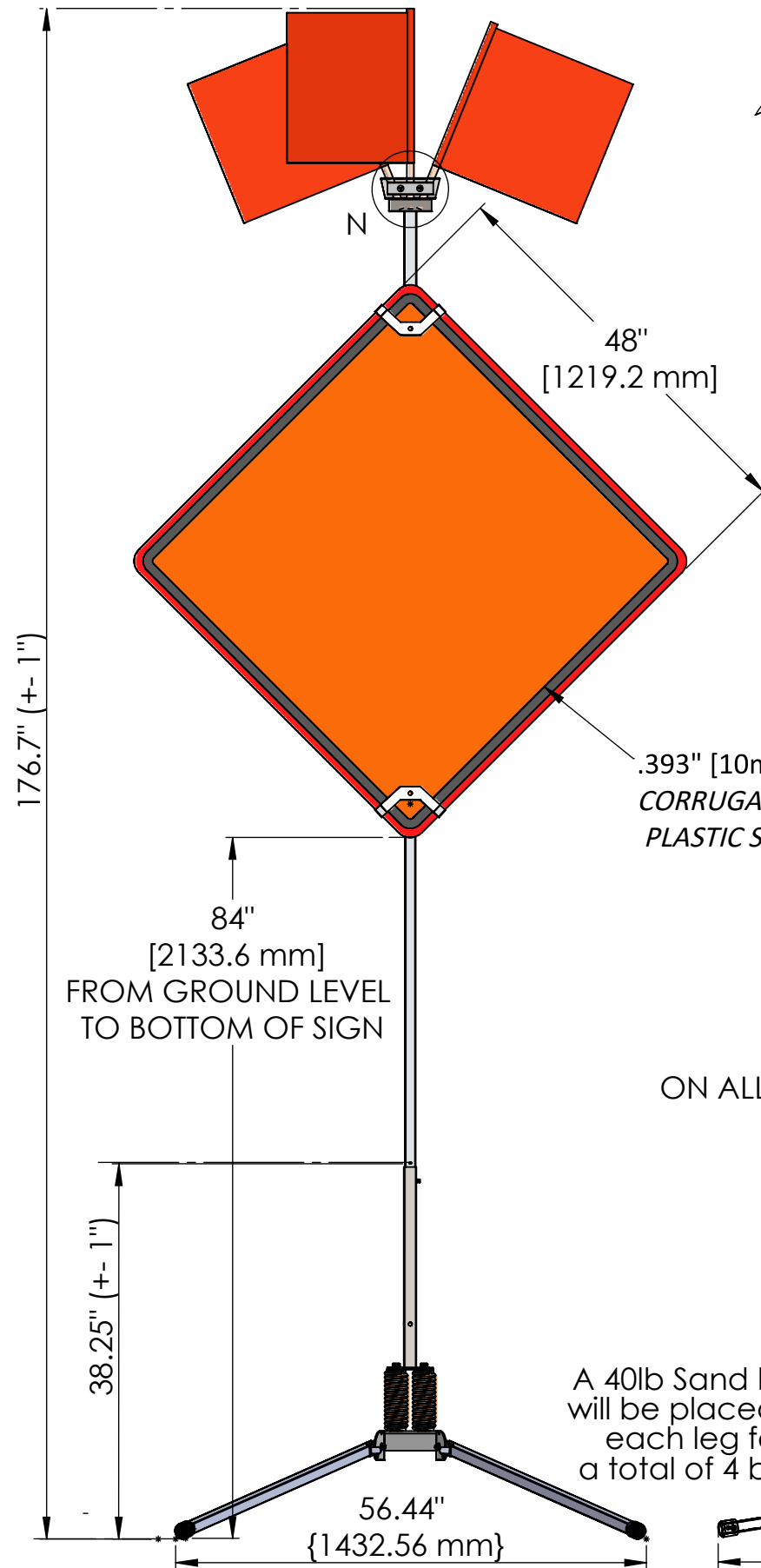
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PLASTICADE		PLASTICADE INC. 7700 N AUSTIN AVE SKOKIE IL 1-800-470-3300	
DRAWN	NAME	DATE	
BAS	BAS	11/04/2020	
UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES (mm). TOLERANCES: FRACTIONAL: X/X ± 1/16 [1.6mm] DECIMAL: X.X ± .0625 X.XX ± .032 X.XXX ± .015" DEGREES: ±0.5°			
PROPRIETARY AND CONFIDENTIAL			
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF PLASTICADE INC.			
SIZE	DWG. NO.	REV	
B	SS620A CRASH TEST	G	
SCALE: 1:20		SHEET 1 OF 1	

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U.S. Department
of Transportation
**Federal Highway
Administration**

April 13, 2021

1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HSST-1/WZ-426

Mr. Henry A. Ross
Plasticade
100 Howard Avenue, Des Plaines
IL 60018
USA

Dear Mr. Ross:

This letter is in response to your February 26, 2021 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-426 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 SS620A Sign Stand with rollup sign at 84”

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 SS620A Sign Stand with rollup sign at 84"
Type of system: Work Zone
Test Level: Test Level 3
Testing conducted by: Texas A&M Transportation Institute (TTI)
Date of request: February 26, 2021

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

In accordance with FHWA's Memo "Federal-aid Reimbursement Eligibility Process for Safety Hardware Devices" dated November 12, 2015, FHWA will make note of any reported damage to a test vehicle's fuel tank, oil pan, or other feature that might serve as a surrogate of the fuel tank. AASHTO's MASH states "Although not a specific factor in assessing test results, integrity of a test vehicle's fuel tank is a potential concern. It is preferable that the fuel tank remains intact and not be punctured. Damage or rupture of the fuel tank, oil pan, or other feature that might serve as a surrogate of the fuel tank should be reported". A test report included in this submittal documenting Test 3-71at 90-degree angle states "there was a small cut in the transmission pan".

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-426 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,

A handwritten signature in blue ink that reads "Michael S. Griffith". The signature is written in a cursive, slightly slanted style.

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 26, 2021	<input checked="" type="radio"/> New <input type="radio"/> Resubmission
	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		

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

Device & Testing Criterion - Enter from right to left starting with Test Level

!-!-!

System Type	Submission Type	Device Name / Variant	Testing Criterion	Test Level
'WZ': Crash Worthy Work Zone Traffic Control Devices	<input checked="" type="radio"/> Physical Crash Testing <input type="radio"/> Engineering Analysis	Plasticade® SS620A Sign Stand with rollup sign at 84"	AASHTO MASH	TL3

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 <input checked="" type="checkbox"/>
Company Name:	Plasticade®	Same as Submitter <input checked="" type="checkbox"/>
Address:	100 Howard Avenue, Des Plaines, IL 60018	Same as Submitter <input checked="" type="checkbox"/>
Country:	U.S.A.	Same as Submitter <input checked="" type="checkbox"/>

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® SS620A Sign Stand with rollup sign at 84". There are no shared financial interests in the Plasticade® SS620A Sign Stand with rollup signs by TTI, or between Plasticade® and TTI, other than the costs involved in the actual crash tests and reports for this submission to FHWA.

690900-PLC 19-21

PRODUCT DESCRIPTION

- New Hardware or Significant Modification
 Modification to Existing Hardware

The Plasticade® SS620A Sign Stand is a proprietary sign stand tested with a 48 inch square diamond-shaped ORAFOL® vinyl rollup sign panel. The sign panel was mounted at 84 inches from grade to the bottom of the sign panel. Above the sign, three conspicuity flags were mounted at the top of the stand. The overall height of the stand was 14-ft 8 ¾-inches to the top of the flags. A 40-lb sand bag was placed on each of the four legs to hold the stand in place. Each sign stand weighed 60.8 lb (exclusive of the sand bags).

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.

Engineer Name:	D. Lance Bullard, Jr., P.E.	
Engineer Signature:	D. Lance Bullard, Jr.	Digitally signed by D. Lance Bullard, Jr. Date: 2021.02.26 13:21:59 -06'00'
Address:	1254 Avenue A, Bldg 7091, Bryan, Texas 77807	Same as Submitter <input type="checkbox"/>
Country:	U.S.A.	Same as Submitter <input type="checkbox"/>


A brief description of each crash test and its result:

Required Test Number	Narrative Description	Evaluation Results
3-70 (1100C)	3-70 MASH states that Test 3-70 for small vehicles is considered optional for work-zone traffic control devices weighing less than 220 lb, because velocity changes during low-speed impacts with free-standing, lightweight features will be within acceptable limits. The Plasticade® SS620A Sign Stand weighed 60.8 lb (excluding the sand bags). Therefore, MASH Test 3-70 was not performed on this traffic control device. Non-critical, not conducted	Non-Critical, not conducted

Required Test Number	Narrative Description	Evaluation Results
3-71 (1100C)	<p>MASH Test 3-71 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°.</p> <p>The results of test 690900-PLP19 conducted on November 4, 2020 are found in TTI Test Report number 690900-PLP19-21. In this test, a sign stand with a ORAFOL® vinyl rollup sign panel mounted 84 inches from grade to the bottom of sign was impacted. The test vehicle was traveling at an impact speed of 62.6 mi/h when it contacted the sign stand at an impact angle of 90°. Brakes on the vehicle were applied after loss of contact with the sign stand, and the vehicle came to rest 348 ft downstream of the point of impact and 7 ft toward the right of the centerline. No exterior crush to the vehicle or occupant compartment deformation was noted.</p> <p>The results of test 690900-PLP20 conducted on November 4, 2020 are found in TTI Test Report number 690900-PLP19-21. In this test, a sign stand with a ORAFOL® vinyl rollup sign panel mounted 84 inches from grade to the bottom of sign was impacted. The sign stand was aligned 0° to the test vehicle. The test vehicle was traveling at an impact speed of 62.0 mi/h when it contacted the sign stand at an impact angle of 0°. Brakes on the vehicle were applied after loss of contact with the sign stand, and the vehicle came to rest 323 ft downstream of and in line with the point of impact. The windshield was cracked over a 2-inch × 2-inch area near the roof line and 16 inches to the left of centerline of the vehicle. There were no holes or tears in the liner of the windshield. No fuel tank damage was observed. Maximum exterior crush to the vehicle was 2.0 inches in the front plane at bumper height. No occupant compartment deformation was observed.</p> <p>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® SS620A Sign Stand weighed 60.8 lb (excluding the sand bags).</p> <p>The device performed acceptably for MASH test 3-71 with an impact angle of 90° and 0°.</p>	PASS

3-72 (2270P)	<p>MASH Test 3-72 involves a 2270P vehicle weighing 5000 lb \pm 110 lb impacting the traffic control device at an impact speed of 62 mi/h \pm 2.5 mi/h. Per MASH recommendations, the device was tested at critical impact angles (CIAs) of 90° \pm 1.5° and 0° \pm 1.5°.</p> <p>The results of test 690900-PLP21 conducted on November 4, 2020 are found in TTI Test Report number 690900-PLP19-21. In this test, a sign stand with a ORAFOL® vinyl rollup sign panel mounted 84 inches from grade to the bottom of sign was impacted. The test vehicle was traveling at an impact speed of 64.0 mi/h when it contacted the first sign stand at an impact angle of 90°. The vehicle was traveling at an impact speed of 62.5 mi/h and impact angle of 0° when it contacted the second sign stand. Brakes on the vehicle were applied after loss of contact with the second sign stand, and the vehicle came to rest 303 ft downstream of and in line with the point of impact. The front bumper sustained two 1 inch deep deformations 13 inches to the right and left of centerline of the vehicle. The windshield was cracked and deformed 1.125 inches at the roof line 10 inches to the right of centerline of the vehicle. The windshield liner was intact with no holes or tears. No damage to the fuel tank was observed. Maximum exterior crush to the vehicle was 1.0 inch in the front plane and 13 inches to the right and left of the centerline of the vehicle at bumper height. Maximum occupant compartment deformation was 1.125 inches in the windshield. 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® SS620A Sign Stand weighed 60.8 lb (excluding the sand bags). The device performed acceptably for MASH test 3-72 with impact angles of 0° and 90°.</p>	PASS
--------------	---	------

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.):

Laboratory Name:	Texas A&M Transportation Institute	
Laboratory Signature:	Digitally signed by Darrell L. Kuhn 'Date: 2021.02.26 13:13:21 -06'00' 	
Address:	1254 Avenue A, Bldg 7091, Bryan, Texas 77807	Same as Submitter <input type="checkbox"/>
Country:	U.S.A	Same as Submitter <input type="checkbox"/>
Accreditation Certificate Number and Dates of current Accreditation period :	ISO 17025-2017 Laboratory A2LA Certificate Number: 2821.01 Valid To: April 30, 2021	

Submitter Signature*: **Henry A. Ross**  Digitally signed by Henry A. Ross
Date: 2021.03.02 10:40:00 -06'00'

Submit Form

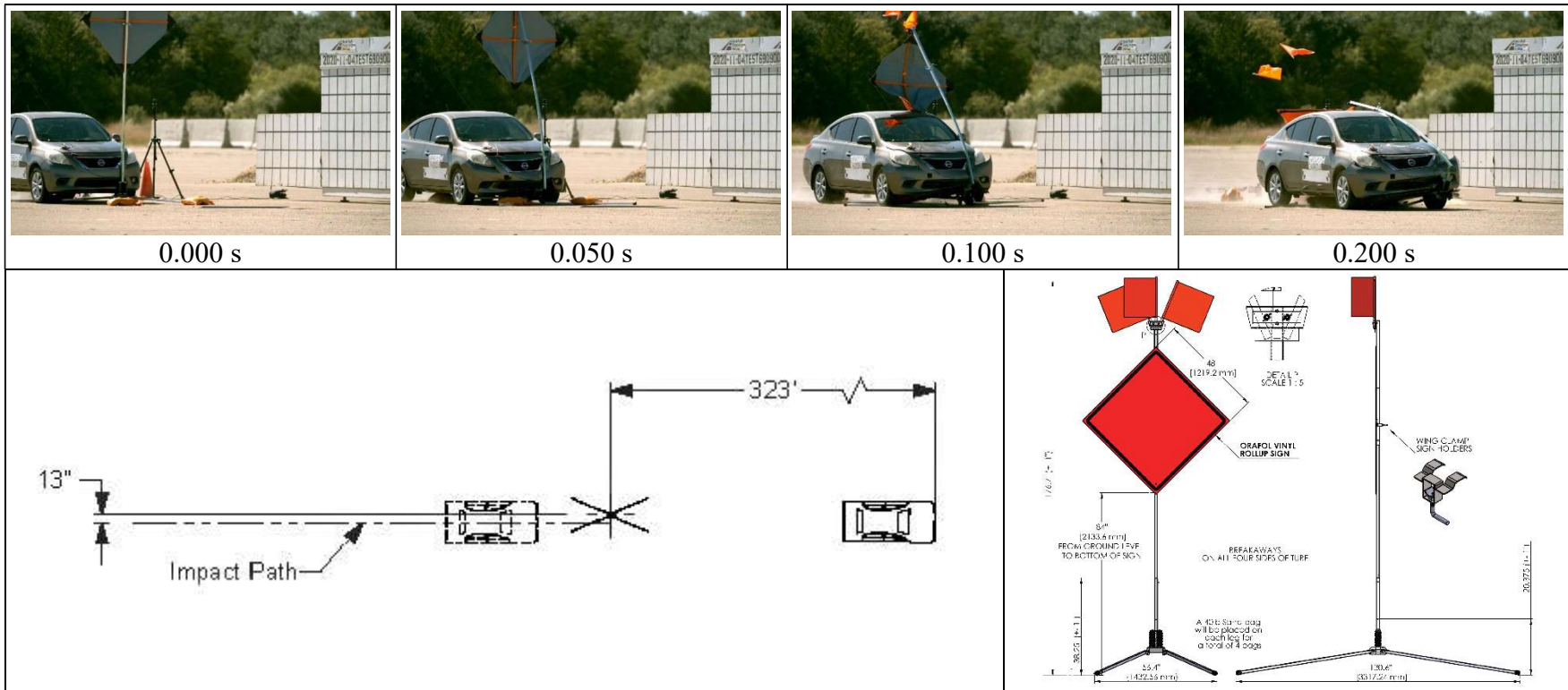
ATTACHMENTS

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:

Eligibility Letter		
Number	Date	Key Words



General Information

Test Agency Texas A&M Transportation Institute (TTI)
 Test Standard Test No. MASH-2016 Test 3-71 at 0°
 TTI Test No. 690900-PLP20
 Test Date 2020-11-04

Test Article

Type Work-Zone Traffic Control Device
 Name Plasticade® SS620A sign stand with ORAFOL® vinyl rollup sign
 Installation Height 84 inches to bottom of sign panel
 Material or Key Elements ... 48 inch diamond-shaped rollup sign panel held in place by a wing clamp sign holder on 4-legged stand

Soil Type and Condition Concrete pavement, dry; four 40-lb sand bags

Test Vehicle

Type/Designation 1100C
 Make and Model 2014 Nissan Versa
 Curb 2461 lb
 Test Inertial 2452 lb
 Dummy 165 lb
 Gross Static 2607 lb

Impact Conditions

Speed 62.0 mi/h
 Angle 0°

Kinetic Energy 315 kip-ft

Exit Conditions

Speed 60.2 mi/h

Post-Impact Trajectory

Stopping Distance 323 ft downstream and in line

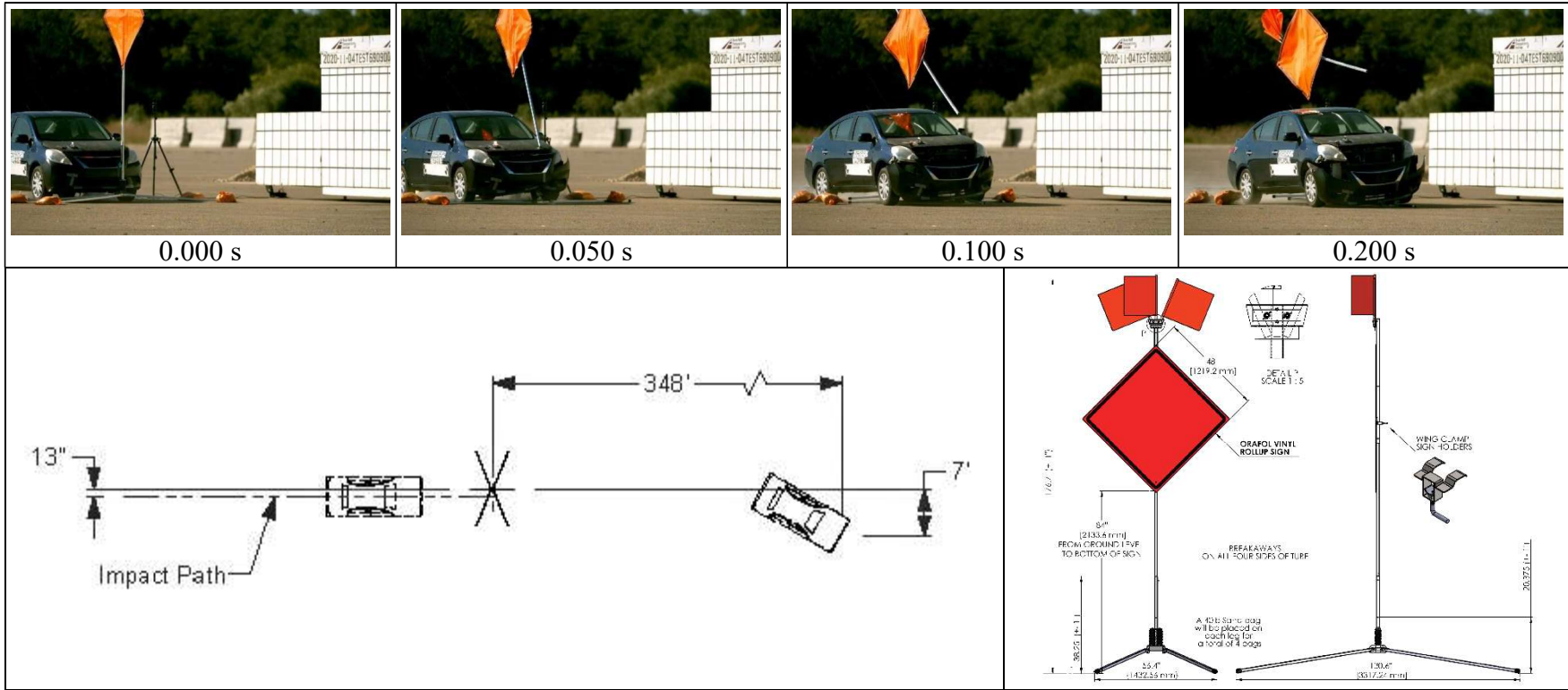
Maximum Test Debris Scatter

Sign Stand 323 ft downstream

Vehicle Damage

VDS 12FL1
 CDC 12FLEN1
 Max. Exterior Deformation 2.0 inches
 OCDI FS0000000
 Max. Occupant Compartment Deformation None
 Windshield Damage Cracked 2-inch x 2-inch area

Figure 6.6. Summary of Results for MASH-2016 Test 3-71 at 0 Degrees on Plasticade® SS620A Sign Stand with Rollup Sign at 84 inches.



General Information

Test Agency Texas A&M Transportation Institute (TTI)
 Test Standard Test No. MASH-2016 Test 3-71 at 90°
 TTI Test No. 690900-PLP19
 Test Date 2020-11-04

Test Article

Type Work-Zone Traffic Control Device
 Name Plasticade® SS620A sign stand with ORAFOL® vinyl rollup sign
 Installation Height 84 inches to bottom of sign panel
 Material or Key Elements ... 48 inch diamond-shaped rollup sign panel held in place by a wing clamp sign holder on 4-legged stand

Soil Type and Condition Concrete pavement, dry; four 40-lb sand bags

Test Vehicle

Type/Designation 1100C
 Make and Model 2014 Nissan Versa
 Curb 2436 lb
 Test Inertial 2435 lb
 Dummy 165 lb
 Gross Static 2600 lb

Impact Conditions

Speed 62.6 mi/h
 Angle 90°

Kinetic Energy 319 kip-ft

Exit Conditions

Speed 61.3 mi/h

Post-Impact Trajectory

Stopping Distance 348 ft downstream
 7 ft right

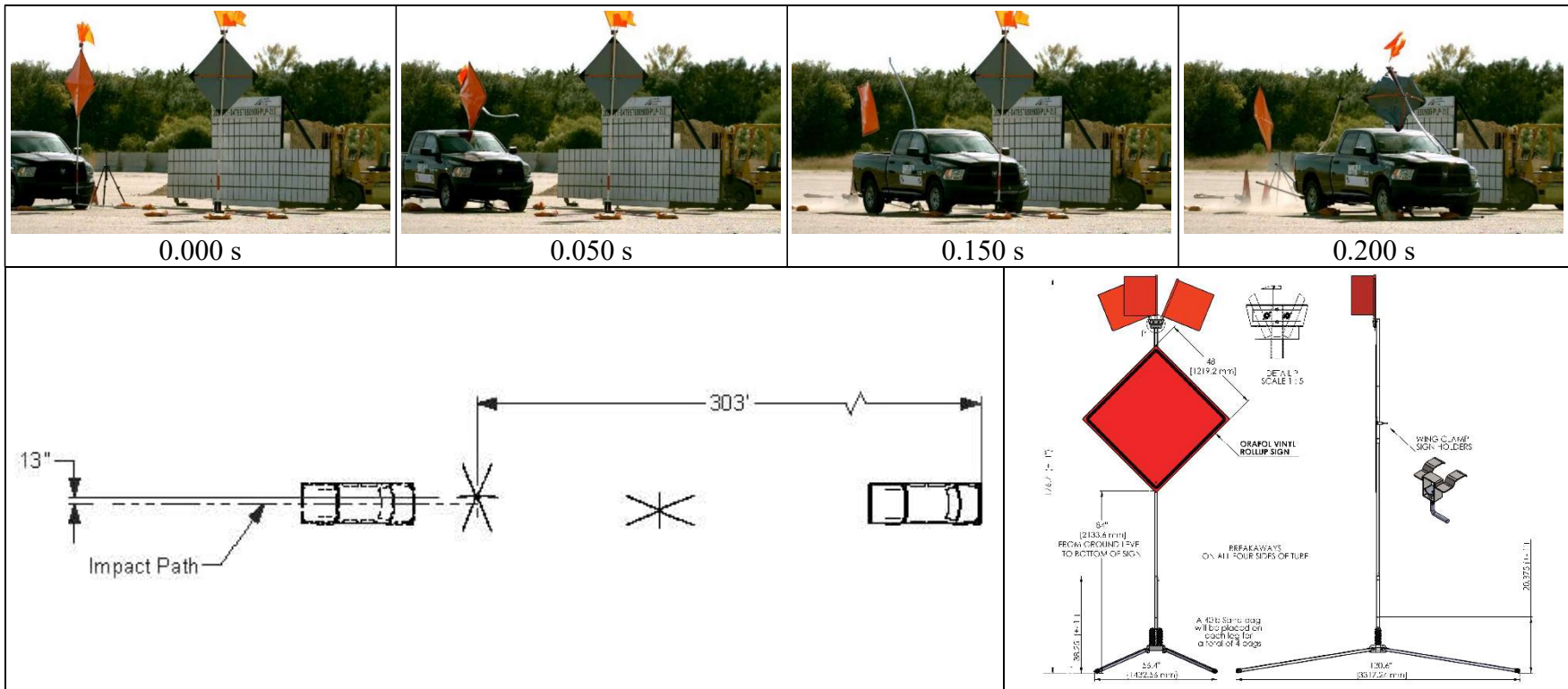
Maximum Test Debris Scatter

Sign Stand 348 ft downstream
 7 ft right

Vehicle Damage

VDS 12FL1
 CDC 12FLEN1
 Max. Exterior Deformation None
 OCDI FS0000000
 Max. Occupant Compartment Deformation None
 Windshield Damage None

Figure 5.6. Summary of Results for MASH-2016 Test 3-71 at 90 Degrees on Plasticade® SS620A Sign Stand with Rollup Sign at 84 inches.



General Information

Test Agency Texas A&M Transportation Institute (TTI)
 Test Standard Test No. MASH-2016 Test 3-72 at 90° and 0°
 TTI Test No. 690900-PLP21
 Test Date 2020-11-04

Test Article

Type Work-Zone Traffic Control Device
 Name Plasticade® SS620A sign stand with ORAFOL® vinyl rollup sign
 Installation Height 84 inches to bottom of sign panel
 Material or Key Elements ... 48 inch diamond-shaped rollup sign panel held in place by a wing clamp sign holder on 4-legged stand

Soil Type and Condition

..... Concrete pavement, dry; four 40-lb sand bags

Test Vehicle

Type/Designation 2270P
 Make and Model 2014 RAM 1500
 Curb 4962 lb
 Test Inertial 5055 lb
 Dummy No dummy
 Gross Static 5055 lb

Impact Conditions

Speed Sign Stand #1 64.0 mi/h
 Angle Sign Stand #1 90°
 Speed Sign Stand #2 62.5 mi/h
 Angle Sign Stand #2 0°

Kinetic Energy #1 & #2

..... 692 kip-ft / 660 kip-ft

Exit Conditions
 Speed Sign Stand #1 62.5 mi/h
 Speed Sign Stand #2 61.2 mi/h

Post-Impact Trajectory

Stopping Distance 303 ft downstream

Maximum Test Debris Scatter

Sign Stand #1 49 ft downstream
 Sign Stand #2 43 ft downstream

Vehicle Damage

VDS 12FR1 & 12FL1
 CDC 12FREN4/12FLEN1
 Max. Exterior Deformation 1 inch
 OCDI FR0000
 Max. Occupant Compartment Deformation at Windshield ... 1.125 inch
 Windshield Damage Cracked 7-inch x 8-inch area

Figure 7.6. Summary of Results for MASH-2016 Test 3-72 at 90 degrees and 0 Degrees on Plasticade® SS620A Sign Stand with Rollup Sign at 84 inches.

APPENDIX A. DETAILS OF SS620A WITH ROLLUP SIGN AT 84 INCHES

