Update on MASH

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Progress towards MASH Implementation
Committee on Bridges and Structures
June 26, 2019 – Montgomery, AL
MASH Joint Implementation Agreement

Sunset Dates for NCHRP 350 Devices

• W-beam and Concrete Guardrail: Dec 31, 2017
  (Special applications deferred until December 31, 2019)

• W-beam Terminals (tangent): June 30, 2018
  (Roadside flared and median terminals deferred until December 31, 2019)

• Crash Cushions: Dec 31, 2018
  (Allowance to use of NCHRP 350 crash cushions when MASH unavailable)
  (Cable barrier and cable barrier terminals deferred until December 31, 2019)

• Everything else: Dec 31, 2019
  (Includes bridge rails, transitions, all other longitudinal barriers, all other terminals, sign supports, and all other breakaway hardware)
MASH 2016 Compliant Device Information

FHWA Website
- Guidance Memos/Open Letters to Industry
- Listing of MASH 2016 (and MASH 2009) devices with federal-aid eligibility letters
  - https://safety.fhwa.dot.gov/roadway_dept/

Roadside Safety Pooled Fund Website (through TTI)
- Information supplied by various sources including FHWA, test labs, and manufacturers
- Device listings can be filtered by device type, test level, federal-aid eligibility letter, proprietary/non-proprietary, etc.
  - www.roadsidepooledfund.org/mash-implementation/
MASH-Compliant Systems with Eligibility Letters
(As of June 10, 2019)

- Bridge Rail: 8 (1 proprietary)
- Transitions: 13 (6 proprietary)
- Crash Cushions: 6 (6 proprietary)
- Breakaway sign supports: 6 (5 proprietary)
AASHTO Design Committee Web Site

MASH Implementation Information: https://design.transportation.org/

- Joint Implementation Agreement adopted in 2016
- Explanations of revisions to the implementation sunset dates
- Responses to questions submitted on MASH
- Links to FHWA’s policies, guidance, and current Federal-aid eligibility letters
Current MASH-related Activities

- FHWA-AASHTO Technical Working Group is responding to questions on MASH from states, laboratories, and industry
- More frequent updates, revisions to MASH criteria
  - Errata coming soon
  - Research on new test matrices for short-radius guardrail, road-closure devices, “category 4” devices
  - Research on floorboard tearing, rear window breakage, door opening issues
- Establishment of a national review process for determining MASH criteria for crashworthiness
Development of New Review Process

• Desired attributes of a new process to review compliance with MASH criteria
  • National perspective, “one-stop shop”
  • In-depth knowledge of crash testing criteria
  • Unbiased, unaffiliated “3rd-party”
  • Review of crash test reports for “concurrence” or “quality assurance” – not a certification

• Anticipated timeline for implementation
Thank You

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