

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:

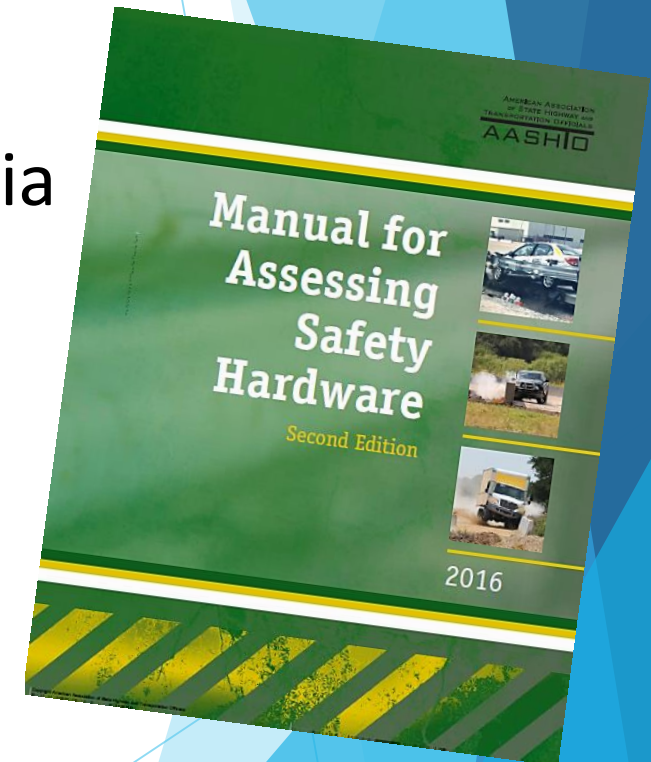
<https://design.transportation.org/>



- 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 “concurrency” or “quality assurance” – not a *certification*
- Anticipated timeline for implementation

Thank You

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