Manual for Assessing Safety
Hardware Implementation

Proposed Policy Resolution

AASHTO Standing Committee on Highways
November 13, 2016
MASH 2016

- Approved in August
- Publication November 2016
- Joint FHWA-AASHTO implementation agreement approved by AASHTO in December 2015
Implementation Agreement

- The AASHTO Technical Committee on Roadside Safety will continue to be responsible for developing and maintaining the evaluation criteria as adopted by AASHTO.

- FHWA will continue its role in issuing letters of eligibility of highway safety hardware for federal-aid reimbursement.
Implementation Agreement

- For contracts on the National Highway System with a letting date after the sunset dates, only safety hardware evaluated using the 2016 edition of MASH criteria will be allowed for new permanent installations and full replacements.
Sunset Dates

- December 31, 2017: w-beam barriers and cast-in-place concrete barriers
- June 30, 2018: w-beam terminals
- December 31, 2018: cable barriers, cable barrier terminals, and crash cushions
- December 31, 2019: bridge rails, transitions, all other longitudinal barriers (including portable barriers installed permanently), all other terminals, sign supports, and all other breakaway hardware
Resolution Background

- FHWA has historically provided technical support to states, researchers, manufacturers, and test labs with questions regarding crash tests.
- FHWA continues to issue eligibility letters, but feels AASHTO should provide technical interpretations for MASH.
Resolution

- AASHTO requests that FHWA reaffirm its role, as agreed to in the joint implementation agreement, of providing objective technical expertise and resources to the roadside safety community and issuing eligibility determinations for safety hardware on the NHS.