

**AASHTO/FHWA Joint Implementation Agreement for  
the AASHTO Manual for Assessing Safety Hardware, 2016**

Implementation of the 2016 edition of the *AASHTO Manual for Assessing Safety Hardware* (MASH) will be as follows:

- 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.
- Agencies are urged to establish a process to replace existing highway safety hardware that has not been successfully tested to NCHRP Report 350 or later criteria.
- Agencies are encouraged to upgrade existing highway safety hardware to comply with the 2016 edition of MASH either when it becomes damaged beyond repair, or when an individual agency's policies require an upgrade to the safety hardware.
- For contracts on the National Highway System with a letting date after the dates below, only safety hardware evaluated using the 2016 edition of MASH criteria will be allowed for new permanent installations and full replacements:
  - 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
- Temporary work zone devices, including portable barriers, manufactured after December 31, 2019, must have been successfully tested to the 2016 edition of MASH. Such devices manufactured on or before this date, and successfully tested to NCHRP Report 350 or the 2009 edition of MASH, may continue to be used throughout their normal service lives.
- Regarding the federal-aid eligibility of highway safety hardware, after December 31, 2016:
  - FHWA will no longer issue eligibility letters for highway safety hardware that has not been successfully crash tested to the 2016 edition of MASH.
  - Modifications of eligible highway safety hardware must utilize criteria in the 2016 edition of MASH for re-evaluation and/or retesting.
  - Non-significant modifications of eligible hardware that have a positive or inconsequential effect on safety performance may continue to be evaluated using finite element analysis.