



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
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DESIGN MEMORANDUM NO. 03-19

TO: Chief District Engineers
KYTC Central Office Directors
Project Development Branch Managers
Active Consultants

FROM: Jill Asher, P.E., Director 
Division of Highway Design

DATE: August 26, 2019

SUBJECT: Update of KYTC's Manual for Assessing Safety Hardware (MASH)-16
Implementation

This memorandum is an update to Design Memorandum No. 06-17 and State Highway Engineer Memorandum 2017-01 regarding KYTC's implementation plan for roadside hardware compliance with the 2016 edition of the AASHTO Manual for Assessing Safety Hardware (MASH-16). For more information on implementation dates and exceptions, please refer to [AASHTO's MASH Implementation Information](#).

Several updates to Sepias have been released to meet the MASH-16 requirements. Please check the updated Sepia list, https://transportation.ky.gov/Highway-Design/Pages/Sepias2017.aspx?Paged=TRUE&p_SortBehavior=0&p_Sepia_x0020_x0023_0300&p_ID=432&PageFirstRow=31&&View={FB6D0001-8DA6-4A7E-9230-75695E02F3EA}, for applicable inclusion in roadway and structure plan sets.

Temporary Concrete Barriers

All hardware for Temporary Work Zone Devices manufactured on or after January 1, 2020 must have achieved compliance with MASH-16. However, the AASHTO/FHWA Joint Implementation Agreement for the AASHTO Manual for Assessing Safety Hardware, 2016, states,

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.

Hardware that does not comply with MASH-16, but is included on KYTC's Approved Materials List and manufactured before this date may be used through June 30, 2024 provided they meet the specifications in Section 509 of Kentucky's Standard Specifications for Road and Bridge Construction. The specification states that the temporary barrier cannot be used if any unit has been cracked, chipped, scarred or otherwise damaged or disfigured unless the Engineer approves. Implementation of the requirements will be made effective January 1, 2020.

JMA:klm:gsn:lmj