

**New Jersey Department of Transportation**  
**CORRECTIVE ACTION NOTICE**

**CAPITAL PROGRAM SUPPORT**

**Director: Paul F. Schneider Telephone: (609) 963-1833**

**CAN No. 087R**

*Paul F. Schneider*

**Approved: Paul F. Schneider**

**Date: 8/13/2020**

**Subject:** Funding eligibility of non-MASH compliant crash cushion devices for projects on the National Highway System (NHS).

**Bureau(s) Affected:** Division of Highway & Traffic Design, Division of Construction Services & Materials, Division of Project Management, Division of Operations, and all Design Consultants.

**Description of Issue(s):** On January 7, 2016, FHWA issued a memorandum announcing the execution of a Joint Agreement between FHWA and American Association of State Highway Transportation Officials (AASHTO) to implement the Manual for Assessing Safety Hardware (MASH) 2016. In accordance with this joint agreement, non-MASH compliant crash cushions will not be eligible for Federal-aid reimbursement on the NHS for projects with a letting date\* after December 31, 2018.

Crash cushions are proprietary devices, and the manufacturers are responsible for ensuring that they are crash tested to MASH 2016 standards. However, to date there are a limited number of available MASH 2016 compliant crash cushions with which the NJDOT has a history of experience. Further, with the crash cushions currently available on the market, certain sizes/configurations have not been crash tested or analyzed according to MASH 2016 standards.

The FHWA has provided guidance on the eligibility of National Cooperative Highway Research Program 350 (NCHRP 350) compliant crash cushions on the NHS in the absence of an acceptable AASHTO MASH 2016 compliant crash cushion as outlined below.

**Corrective Action Plan:** When the Designer proposes to use an NCHRP 350 compliant crash cushion on the NHS, where an equivalent MASH 2016 crash cushion does not exist, the Designer must submit a request with an explanation and all supporting documentation to the Project Manager. The explanation should provide the reason(s) for specifying an NCHRP 350 compliant crash cushion. The Project Manager will forward this request and supporting documentation to the FHWA NJ Division, Director of Engineering for approval. Based on the explanation, the FHWA may determine that the installation of the NCHRP 350 crash cushion on the NHS is acceptable and therefore, eligible for Federal-aid reimbursement. The FHWA approval letter must be kept in the project design file.

The current available MASH 2016 compliant crash cushions acceptable for use on NJDOT projects are as follows:

QuadGuard M10 (Compressive Barrier)  
SCI SmartCushion SCI100GM (Compressive Barrier)  
Universal TAU-M Crash Cushion (Compressive Barrier)  
Big Sandy MASH (Inertial Barrier)  
CrashGard MASH (Inertial Barrier)

The Department is in the process of updating Section 9 of the Roadway Design Manual (Crash Cushions) to include these devices.

\*The “letting date” specified above is the receipt and opening of bids – “Activity 5040 Receive Bids”.

**Implementation: Immediate**