MASH Testing Project	Tests Planned/Conducted	Tests Deemed Not Critical
RPFP-17-MGS-1: Evaluation of the MGS with Curb and Omitted Post	3-10 [C] Failed 3-10 (Nested Rail) [P] ~~3-11 [P]~~	
RPFP-19-MGS-3: Evaluation of MGS with Curb and Omitted Post - Continuation	3-11 [P]	
RPFP-17-MGS-2: Evaluation of the MGS with Curb	3-10 [C] 3-11 [C]	
RPFP-15-AGT-1: Standardized Concrete Parapet for Attachement of Thrie Beam AGTs	3-21 [C]	3-20
RPFP-17-AGT-3: Continuation of RPFP-15-AGT-1: Standardized Concrete Parapet for Attachement of Thrie Beam AGTs (Retest)	3-21 [C]	3-20
NDOR - 34-In. Tall Thrie-Beam Approach Guardrail Transition	3-20 [C] 3-21 [C] Downstream stiffness transition	3-20 3-21 Upstream stiffness transition
RPFP-16-MGS-4: Development of Top-Mounted Socket for Weak-Post Guardrail on Culverts	Dynamic component tests [C]	3-10 3-11
RPFP-17-CONC-2: Development of an Optimized MASH TL-4 Bridge Rail (Solid Parapet)	4-12 [C]	4-10 4-11
RPFP-18-CONC-1: Portable Concrete Barrier–Steel Cover Plate for Large Open Joints – Phase II	3-11 [C] 3-11 [C]	3-10 (May conduct based on design but not currently budgeted)
WISC-2-PCB-Tie-Downs: Evaluation of Anchored Temporary Concrete Barrier to MASH 2016 TL-3	3-11 [C] Concrete Pad 3-11 [C] Asphalt Pad - Failed	3-10 3-10
FY19-WISC-1-PCB-TIE-DOWN-MOD: Modification and MASH 2016 TL-3 Evaluation of the Asphalt Pin Tie-Down For F-shape PCB	3-11 [P] Asphalt Pad	3-10
RPFP-15-NJPCB-1: Evaluation of New Jersey TCB Performance under MASH TL-3 (Free-Standing, Anchored, and Stiffened)	3-11 with 9 [C]	3-10 for all configurations
RPFP-18-MGS-1: Steel Post Version of Downstream Anchorage System- Phase II	Modified 3-37a [C] Modified 3-37b [P] (Modified as the test were not conducted in the reverse traffic direction for a trailing end terminal)	
RPFP-18-SIGN-1: MASH Testing of Single-Post, U-Channel Sign Supports	3-60 [P] 3-61 [P] 3-62 [P]	
RPFP-17-BULLNOSE-1: MASH Testing of the Thrie Beam Bullnose System - Phase I	3-32 [C] 3-34 [C] 3-35 [C]	
RPFP-18-BULLNOSE-1: MASH Testing of the Thrie Beam Bullnose System - Phase II	3-30 [C] - Failed 3-30 [C] - Revised Design 3-31 [C] - Revised Design 3-33 [C] - Revised Design 3-37b [C] - Revised Design	3-36 3-37a 3-38 (Based on 1500A estimation)
RPFP-19-CABLE-1: Redesign of the High Tension Cable Median Barrier (Continuation)	3-11 Narrow Spacing [P] 3-17 Wide Spacing [P]	
RPFP-16-STBR-1: MASH TL-4 Steel Tube Bridge Rail and Guardrail Transition	4-10 [P] 4-11 [P] 4-12 [P] 3-20 [P] 3-21 [P] 3-20/3-21 (reverse direction) [P]	
WISC-3-MGS-Culvert: Evaluation of a Culvert Mounted, Strong MGS to MASH 2016 TL-3	3-10 [C] 3-11 [C]	
MN-1-NOISE: Test Level 3 Dynamic Testing and Evaluation of MnDOT's Noise Wall System Under AASHTO MASH 2016 (Two design variations)	3-10 [C] 3-11 [C] 3-11 [C]	3-10

RPFP-15-IOWA-1: Iowa DOT Combination Bridge Separation Barrier with Bicycle Railing	2-11 [P]	2-10
Testing of Non-Proprietary WZ Devices to MASH 2016 Criteria	3-71 [C]	
TL-2 Bridge Rail for Low-Volume Roads	2-11 [C]	2-10
MASH TL-3 Evaluation of the Ohio Single-Slope Concrete Barrier (Unreinforced)	3-11 [C]	3-10
Crash Testing MoDOT Devices	3-70 [P] X-foot sign 3-71 [P] X-foot sign 3-72 [P] X-foot sign 3-60 [P] two-post sign 3-61 [P] two-post sign 3-62 [P] two-post sign	
NYDOT Box-Beam to W-beam Guide Rail Transition	3-21 [C] 3-21 [C]	3-20
RPFP-19-AGT-1: Guidelines for Flaring Thrie-Beam Approach Guardrail Transitions	NA	The objective of this research effort is to develop guidance for flaring thrie-beam approach guardrail transitions. Potential full-scale testing in follow-on project.
RPFP-19-CONC-1: Evaluation of Permanent Concrete Barriers to MASH 2016	NA	Analysis of the sponsoring agencies' permanent concrete barrier standards and determination of their compliance with the TL-3 and TL-4 MASH 2016 criteria
NYSDOT-MASH-1: NYSDOT - MASH 2016 Safety Hardware Evaluation – Phase I System C1 – Cable Guide Rail - Roadside Tangent	3-10 [P] 3-11 [P] 3-17 [P]	
NYSDOT-MASH-1: NYSDOT - MASH 2016 Safety Hardware Evaluation – Phase I System B2a – Type I Flared Box Beam Terminal	3-30 - Modified [P] 3-31 - Modified [P] 3-32 [P] 3-33 - Modified [P] 3-34 [P] 3-35 [P]	3-36 3-37a, 3-37b 3-38 (Based on 1500A estimation)
NYSDOT-MASH-1: NYSDOT - MASH 2016 Safety Hardware Evaluation – Phase I System B2b – Type 0 Box Beam Terminal	Three tests TBD based on System B2a	
NYSDOT-MASH-1: NYSDOT - MASH 2016 Safety Hardware Evaluation – Phase I System C3 – Cable Guide Rail Terminal	3-30 [P] 3-31 [P] 3-32 [P] 3-33 [P] 3-34 [P] 3-35 [P] 3-37b [P]	3-36 3-37a 3-38 (Based on 1500A estimation)