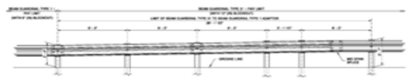
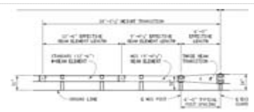
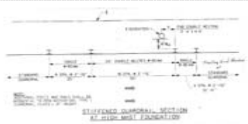
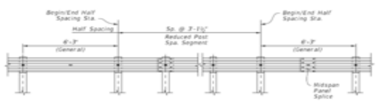
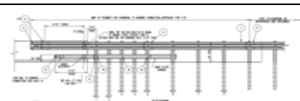
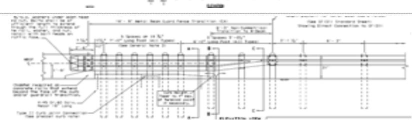
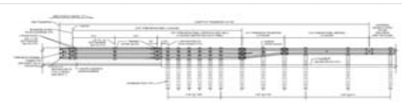
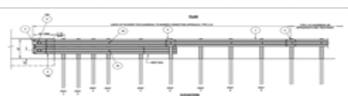
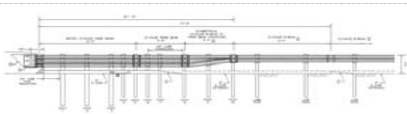
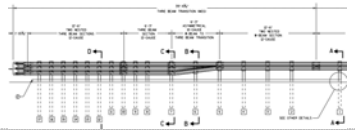
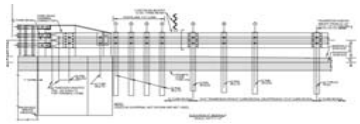
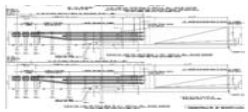
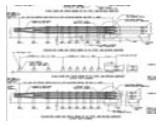
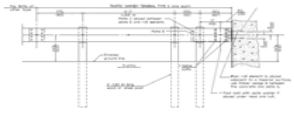
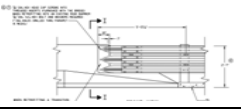
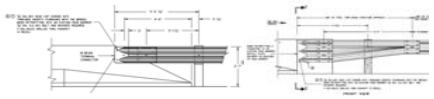
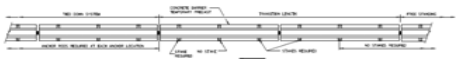
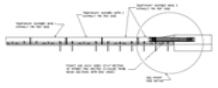
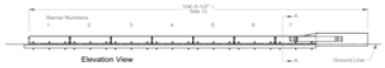
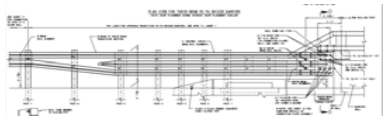
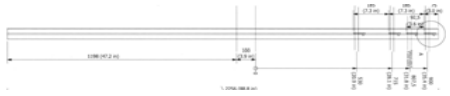
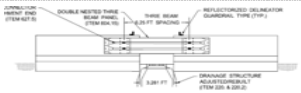
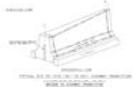
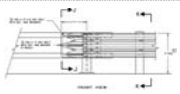
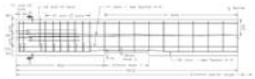
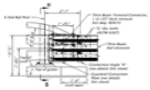
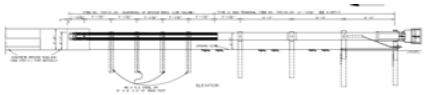
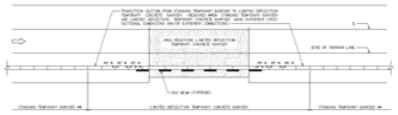
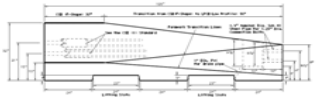
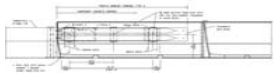
EE:Existing, valid Eligibility Letter issued
DD: Due diligence testing & /or justification complete
FS: Full suite of tests complete

SCORECARD 3a - Transitions

Cat.	Generic Item Name *intent is to match the name used in the pooled fund effort*	Illustration	MASH COMPLIANCE: MASH 2009, MASH 2016 or NCHRP 350	TL	MASH Compliant (YES/NO)	NOTES to start the discussion	"Full Suite" approach requires:	Recommended "Due Dilligence" approach:	Ongoing or Planned Research and Testing?	Used by (STATES): AK	CA	CO	CT	DE	FL	ID	IL	LA	MA	MI	MN	Ontairo	OK	OR	PA	TN	TX	WA	WI	W. VA
Guardrail to Guardrail	W- Beam (27" to 31")			TL-3	NO	How else would you ever do it? States will transition from 27 to 31 somehow. The 27 in. end will never be MASH compliant. Discuss this as a professional opinion warranted item? (is there an interest and a need?)	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]							■			We would be interested in a 28" to 31" guar	■	■				■	■	■ *		■		
Guardrail to Guardrail	W-Beam to Thrie-Beam (31' to 34")			TL-3	NO	How else could you ever do it? Used by one state? Other states use? Discuss this as a Professional Opinion warranted item?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]												■ *										
Guardrail to Guardrail	Stiffened Guardrail			TL-3	NO	This really shows 3 things:1) upstream transition 2) run of nested w-beam at reduced post spacing 3) simple downstream transition (not sure why needed)	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]																						■ *
Guardrail to Guardrail	Standard to Reduced Spacing (31' to 31")			TL-3	NO	How else could you ever do it? Is this showng a system or components?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]							■ *															
	Pennsylvania W Beam 31"		MASH	TL-3	YES (FS)	(TTI comment): It was tested 3-21 upstream. FHWA EL was not requested.	3-21 [down]	-						■ *								■			■					
	18'9" Thrie Beam (TxDOT Roadside)		MASH	TL-3	YES (DD)	(TTI comment): Similar to TxDOT T131RC tested downstream 3-20 and 3-21 Chiara, what is T131`RC (don't see it here)	3-21 [up]	-							■	■		■	■	■				■			■ *	■		
	18'9" Thrie Beam (Median Application)			TL-3	NO	Different from the one above because this is a median application, not a roadside													■ *											
	Stacked W-Beam (604581-1)		MASH	TL-3	NO	Pooled fund project, failed MASH 3-21 [up]	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]						■ *												■				
	25' Thrie Beam (MWTSP-3)		MASH	TL-3	YES (EE)		-	-									■				■	■						■ attatched to bridge rail		■ *

Guardrail to Concrete	40 ft. MGS Thrie-Beam Transition			TL-3	NO	Wisconsin referencing MwRSF TRP-03-167-07: 3-20 and 3-21 successful on very similar design. What does this do that the shorter, already approved transitions do not?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
	31" W-Beam Transition to Bridge Rail			TL-3	NO	What makes this unique & important?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
	31" Short Asymmetrical Thrie-Beam to Vertical Parapet			TL-3	NO	What makes this unique & important?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
	31" Short & Long Symmetrical Thrie-Beam to Bridge Rail			TL-3	NO	What makes this unique & important?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
	Texas Low Speed (420021-6, 420021-7,420021-4)		MASH	TL-2	YES (FS)	Note it is FS	3-21 [up]	-	
	Illinios Type 5			TL-3	NO	Texas Low Speed has passed. Aren't the changes of this passing low (given simplicity)? ...how about using Texas Low Speed instead?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
	Tennessee 36" or taller barrier option	TN has 51" median barrier; when TN has double sided barrier to meet barrier 36" is wish list. The current 51" is including 19" tall glare screen into 32" current barrier Easier for slip form -in one run to accompoish TL-5 or 6 protection, by serving glare screen and also overlay asplhalt.		TL-3	NO	Really not enough info to consider (sounds like a wish list item?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
Retrofit	Thrie beam retrofit			TL-3	NO	Isn't this a component not a system? See team principles.	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
Downstream connection	W beam&Thrie beam downstream connection			TL-3	NO	First, what do we mean by "downstream". Then, are these sytems or components? Discuss how to approach.			
	Free Standing to Pinned Concrete Barrier			?	?	Need more info. to discuss..passed tests?			
crete to Concrete	Free Standing to Rigid Barrier (TTCB-1,TCBT-1, TCBT-2)		MASH	TL-3	YES (EE)	Completed Tests 3-21 and 3-35	-	-	

Con	Pinned to Rigid Barrier (605641-1)		MASH	TL-3	YES (DD)	Need more info to discuss. Can't tell how this is different than the line above. Completed Test 3-21	3-21 [down]	-	
Guardrail to Bridgerail Transition	31" Asymmetrical Thrie-Beam to Vertical Parapet			TL-3	NO	Does it really matter that it is connecting to a bridge rail (vs. a rigid barrier)? Is this system the same as any listed above?	3-21 [up]; 3-21 [down]	3-21 [up]; 3-21 [down]	
Other Transitions	High Tension Cable Guardrail to 31" (W-beam) Guardrail				NO	How many states use non-proprietary cab le?			
	Nested thrie beam transition with drainage structure			TL-3	NO	"Barrier gaps" a big issue for any states?	3-21	3-21	
	concrete to concrete				NO	Do we need a team principle regading concrete shape transitions? Professional opinion warranted items?			
	Guide rail system,concrete barrier, type X connection				NO	Isn't this a component not a system? See team principles.			
	Guide rail system,concrete barrier, type X connection				NO	Not sure what I'm looking at here. Discuss.			
	3 tube curb mount rail transition				NO	Isn't this a component not a system? See team principles.			
	Guardrail installation on box culverts and bridges				NO	Either missing info. here or suggest we delet this line			
	Guardrail connection to bridge end for local roads				NO	(TTI comment)not similar enough to texas low-speed, TL-3. How about we use the Texas Low Speed (tested successfully) instead?			
	Michigan temporary concrete barrier limited deflection				NO				
	F-shape to low-profile barrier transition				NO	Do we need a team principle regading concrete shape transitions? Professional opinion warranted items?			

	Traffic Barrier Terminal Type 11				**NO**	**Discuss how to approach this**				*
	Curved bridge Parapet wall for 35 mph or less	**TN has developed a curved bridge approach transitoin instead ohf heading at he end of parapet wall - 25" tranistion and terminal** **lot of location with no 25 ft, urban condition, and speed not high** **wall should be ok for less than 35 mph; vehicle will absorb the energy based on NCAP**		**TL-2**	**NO**	**Discuss how to approach this**					*