



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

1200 New Jersey Ave., SE  
Washington, D.C. 20590

June 10, 2016

In Reply Refer To:  
HSST-1/CC-126

Mr. Kaddo Kothman  
Road Systems, Inc.  
3616 Howard County Airport  
Big Spring, TX 79720

Dear Mr. Kothman:

This letter is in response to your January 20, 2016 request for the Federal Highway Administration (FHWA) to review a roadside safety device, hardware, or system for eligibility for reimbursement under the Federal-aid highway program. This FHWA letter of eligibility is assigned FHWA control number CC-126 and is valid until a subsequent letter is issued by FHWA that expressly references this device.

### **Decision**

The following devices are eligible, with details provided in the form which is attached as an integral part of this letter:

- MASH Sequentially Kinking Terminal (MSKT)

### **Scope of this Letter**

To be found eligible for Federal-aid funding, new roadside safety devices should meet the crash test and evaluation criteria contained in the American Association of State Highway and Transportation Officials' Manual for Assessing Safety Hardware (MASH). However, the FHWA, the Department of Transportation, and the United States Government do not regulate the manufacture of roadside safety devices. Eligibility for reimbursement under the Federal-aid highway program does not establish approval, certification or endorsement of the device for any particular purpose or use.

This letter is not a determination by the FHWA, the Department of Transportation, or the United States Government that a vehicle crash involving the device will result in any particular outcome, nor is it a guarantee of the in-service performance of this device. Proper manufacturing, installation, and maintenance are required in order for this device to function as tested.

This finding of eligibility is limited to the crashworthiness of the system and does not cover other structural features, nor conformity with the Manual on Uniform Traffic Control Devices.

### **Eligibility for Reimbursement**

Based solely on a review of crash test results and certifications submitted by the manufacturer, and the crash test laboratory, FHWA agrees that the device described herein meets the crash test and evaluation criteria of the American Association of State Highway and Transportation Officials' Manual for Assessing Safety Hardware (MASH). Therefore, the device is eligible for reimbursement under the Federal-aid highway program if installed under the range of tested conditions.

Name of system: MASH Sequentially Kinking Terminal (MSKT)

Type of system: Terminal

Test Level: MASH Test Level 3 (TL3)

Testing conducted by: KARCO

Date of request: January 20, 2016

Date initially acknowledged: January 21, 2016

Date of completed package: April 28, 2016

FHWA concurs with the recommendation of the accredited crash testing laboratory as stated within the attached form.

### **Full Description of the Eligible Device**

The device and supporting documentation, including reports of the crash tests or other testing done, videos of any crash testing, and/or drawings of the device, are described in the attached form.

### **Notice**

If a manufacturer makes any modification to any of their roadside safety hardware that has an existing eligibility letter from FHWA, the manufacturer must notify FHWA of such modification with a request for continued eligibility for reimbursement. The notice of all modifications to a device must be accompanied by:

- Significant modifications – For these modifications, crash test results must be submitted with accompanying documentation and videos.
- Non-signification modifications – For these modifications, a statement from the crash test laboratory on the potential effect of the modification on the ability of the device to meet the relevant crash test criteria.

FHWA's determination of continued eligibility for the modified hardware will be based on whether the modified hardware will continue to meet the relevant crash test criteria.

You are expected to supply potential users with sufficient information on design, installation and maintenance requirements to ensure proper performance.

You are expected to certify to potential users that the hardware furnished has the same chemistry, mechanical properties, and geometry as that submitted for review, and that it will meet the test and evaluation criteria of the MASH.

Issuance of this letter does not convey property rights of any sort or any exclusive privilege. This letter is based on the premise that information and reports submitted by you are accurate and correct. We reserve the right to modify or revoke this letter if: (1) there are any inaccuracies in the information submitted in support of your request for this letter, (2) the qualification testing was flawed, (3) in-service performance or other information reveals safety problems, (4) the system is significantly different from the version that was crash tested, or (5) any other information indicates that the letter was issued in error or otherwise does not reflect full and complete information about the crashworthiness of the system.

#### Standard Provisions

- To prevent misunderstanding by others, this letter of eligibility designated as FHWA control number CC-126 shall not be reproduced except in full. This letter and the test documentation upon which it is based are public information. All such letters and documentation may be reviewed upon request.
- This letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented system for which the applicant is not the patent holder.
- If the subject device is a patented product it may be considered to be proprietary. If proprietary systems are specified by a highway agency for use on Federal-aid projects: (a) they must be supplied through competitive bidding with equally suitable unpatented items; (b) the highway agency must certify that they are essential for synchronization with the existing highway facilities or that no equally suitable alternative exists; or (c) they must be used for research or for a distinctive type of construction on relatively short sections of road for experimental purposes. Our regulations concerning proprietary products are contained in Title 23, Code of Federal Regulations, Section 635.411.

Sincerely yours,



Michael S. Griffith  
Director, Office of Safety Technologies  
Office of Safety

Enclosures

## Request for Federal Aid Reimbursement Eligibility of Highway Safety Hardware

<b>Submitter</b>	Date of Request:	June 08, 2016	<input checked="" type="radio"/> New <input type="radio"/> Resubmission
	Name:	Steven D. Matsusaka	
	Company:	KARCO Engineering, LLC.	
	Address:	9270 Holly Road, Adelanto, CA 92301	
	Country:	United States	
	To:	Michael S. Griffith, Director FHWA, Office of Safety Technologies	

I request the following devices be considered eligible for reimbursement under the Federal-aid highway program.

**Device & Testing Criterion - Enter from right to left starting with Test Level**

1-1-1

System Type	Submission Type	Device Name / Variant	Testing Criterion	Test Level
'CC': Crash Cushions, Attenuators, & Terminals	<input checked="" type="radio"/> Physical Crash Testing <input type="radio"/> Engineering Analysis	MSKT Terminal	AASHTO MASH	TL3

By submitting this request for review and evaluation by the Federal Highway Administration, I certify that the product(s) was (were) tested in conformity with the AASHTO Manual for Assessing Safety Hardware and that the evaluation results meet the appropriate evaluation criteria in the MASH.

**Individual or Organization responsible for the product:**

Contact Name:	Kaddo Kothman	Same as Submitter <input type="checkbox"/>
Company Name:	Road Systems, Inc.	Same as Submitter <input type="checkbox"/>
Address:	3616 Howard County Airport, Big Spring, TX 79720	Same as Submitter <input type="checkbox"/>
Country:	United States	Same as Submitter <input type="checkbox"/>
Enter below all disclosures of financial interests as required by the FHWA 'Federal-Aid Reimbursement Eligibility Process for Safety Hardware Devices' document.		
Road Systems, Inc. is the manufacturer and marketer of device.		
KARCO Engineering, LLC is an independent research and testing laboratory having no affiliation with any other entity. The company is solely-owned and operated by Mr. Frank D. Richardson and Ms. Jennifer W. Peng (husband and wife) and was established on September 2, 1994. KARCO is actively involved in data acquisition and compliance/certification testing for a variety of government agencies and equipment manufacturers. The principals and staff of KARCO Engineering have no past or present financial, contractual or organizational interest in any company or entity directly or indirectly related to the products that KARCO tests. If any financial interest should arise, other than receiving fees for testing, reporting, etc., with respect to any project, the company will provide, in writing, a full and immediate disclosure to the FHWA.		

## PRODUCT DESCRIPTION

New Hardware or Significant Modification
  Modification to Existing Hardware

The MSKT-SP-MGS (MASH Sequential Kinking Terminal – Standard Post – Midwest Guardrail System) terminal is a W-beam guardrail terminal consisting of: an impact head assembly, a breakaway cable anchorage system and a 12.5 ft (3.8 m) end section. The system requires use of a 37.5 ft (11.4 m) standard guardrail section downstream of the terminal incorporating MGS guardrail mounted on 8 in. deep wood or composite blocks and W6x9 (or W6x8.5) steel posts. A 9.4 ft (2.9 m) W-beam rail section is required downstream of Post 3 to transition the rail splices to mid-span.

The MASH SKT impact head assembly is 6.8 ft (2.1 m) long, consisting of an impact head and an attached guide chute that partially encloses the rail. Inside the impact head is a deflector plate which, together with the kinker beam, sequentially kinks the guardrail as it is fed through the impact head, thus dissipating the kinetic energy of the impacting vehicle.

The anchorage system consists of: an end post (Post 1) and a hinged Post 2 connected with a ground strut, a cable anchorage assembly to transmit the force from the rail to the end post and its foundation, and a cable release bracket that disengages the cable anchor from the rail upon impact by the end of the guide chute. Post 1 has a 2.4 ft (0.7 m) long top portion constructed of 6 in. x 6 in. x 0.125 in. steel tube and a 6 ft (1.8 m) long bottom section constructed of W6 x 15 steel I-beam. The top and bottom sections are pinned together by a 0.625 in. (16 mm) diameter bolt and nut. Post 2 consists of one 2.8 ft (0.9 m) long top portion and a 6 ft (1.8 m) long bottom portion, both constructed of W6x9 steel I-beam and pinned together by a 0.75 in. (18 mm) diameter bolt and nut. The upstream end of the cable anchor is attached to Post 1 through a 0.625 in. (16 mm) thick, 8.0 in. (203 mm) square steel bearing plate. The downstream end of the cable anchor is attached to a cable release plate designed to disengage from the rail section upon impact by the end of the guide chute. The ground strut is mounted to a second 0.625 in. (16 mm) bolt through Post 1 and by the 0.75 in. (18 mm) hinge bolt in Post 2.

All guardrail sections consist of 12-ga W-beam rail sections. The end section is 12.5 ft (3.8 m) long with hole patterns for rail splices and attachment of the cable release bracket, as well as slots to initiate kinking. The second rail section is 9.4 ft (2.9 m) long so that the next splice is be midspan between Posts 4 and 5. The remaining rails are standard 12.5 ft (3.8 m) long rail sections with the splices mid-point between posts.

## CRASH TESTING

By signature below, the Engineer affiliated with the testing laboratory, agrees in support of this submission that all of the critical and relevant crash tests for this device listed above were conducted to meet the MASH test criteria. The Engineer has determined that no other crash tests are necessary to determine the device meets the MASH criteria.

Engineer Name:	Steven Matsusaka	
Engineer Signature:	Steven Matsusaka	Digitally signed by Steven Matsusaka DN: cn=Steven Matsusaka, o=KARCO Engineering, LLC, ou, email=smatsusaka@karco.com, c=US Date: 2016.06.03 17:02:35 -0700
Address:	9270 Holly Road, Adelanto, CA 92301	Same as Submitter <input checked="" type="checkbox"/>
Country:	United States	Same as Submitter <input checked="" type="checkbox"/>

A brief description of each crash test and its result:

Required Test Number	Narrative Description	Evaluation Results
3-30 (1100C)	<p>KARCO Test No. P35125-01. An 1100C (2,425 lb) passenger car impacting the terminal end-on at a nominal impact speed and angle of 100 km/h (62.2 mph) and 0 degrees, respectively, with the quarter point of the vehicle aligned with the center line of the nose of the terminal. This test is primarily intended to evaluate occupant risk and vehicle trajectory criteria.</p> <p>The test vehicle, a 2009 Kia Rio 4-door sedan weighing 2,390.9 lb (1,084.5 kg), impacted the MASH SKT terminal head on at impact speed and angle of 61.54 mph (99.05 km/h) and 0.9 degree, respectively. The vehicle pushed the impact head down the length of the guardrail past the fifth post, at which point the rail began to buckle and the vehicle began to yaw counter-clockwise until it impacted the rail at the bend before coming to a stop next to the rail on the traffic side. The test vehicle sustained moderate damage to the front end with no occupant compartment deformation. The vehicle remained upright without excessive roll or pitch. The test article was extensively damaged from Post 1 through Post 5 and the rail wrapped around Post 6. The Occupant Impact Velocities (OIV) and ridedown accelerations are within the recommended limits. The MSKT-SP-MGS terminal passed all evaluation criteria for Test 3-30.</p>	PASS

Required Test Number	Narrative Description	Evaluation Results
3-31 (2270P)	<p>KARCO Test No. P34149-01. A 2270P (5,000 lb) pickup truck impacting the terminal end-on at a nominal impact speed and angle of 100 km/h (62.2 mph) and 0 degrees, respectively, with the center line of the vehicle aligned with the center line of the nose of the terminal. This test is primarily intended to evaluate occupant risk and vehicle trajectory criteria.</p> <p>The test vehicle, a 2008 Dodge Ram 4-door pickup truck, with a test inertial mass weighing 4,896.4 lb (2,221 kg), impacted the MASH SKT terminal head-on at impact speed and angle of 62.33 mph (100.31 km/h) and 0.4 degrees, respectively. The vehicle pushed the impact head down the length of the guardrail past Post 8 and came to rest 50.5 ft (15.4 m) from the point of initial impact. The test vehicle sustained moderate damage to the front end with no occupant compartment deformation. The vehicle remained upright and stable. The test article was extensively damaged from Post 1 through Post 8. The Occupant Impact Velocities (OIV) and ridedown accelerations are within the recommended limits. The MSKT-SP terminal passed all evaluation criteria for Test 3-31.</p>	PASS

3-32 (1100C)	<p>KARCO Test No. P35025-01. An 1100C (2,425 lb) passenger car impacting the terminal end-on at a nominal impact speed and angle of 100 km/h (62.2 mph) and 5 degrees, respectively, with the center line of the vehicle aligned with the center line of the nose of the terminal. This test is primarily intended to evaluate occupant risk and vehicle trajectory criteria.</p> <p>The test vehicle, a 2010 Kia Rio 4-door sedan weighing 2,457.0 lb (1,114.5 kg), impacted the MASH SKT terminal head-on at impact speed and angle of 61.47 mph (98.93 km/h) and 4.4 degrees, respectively. The vehicle pushed the impact head down the length of the guardrail past the fifth post, at which point the vehicle mounted the guardrail. Upon dismounting the rail, the vehicle proceeded forward and to the left and remained upright throughout the impact sequence. The test vehicle sustained moderate damage to the front and left side with no occupant compartment deformation. The vehicle remained upright and stable. The test article was extensively damaged from Post 1 through Post 5. The Occupant Impact Velocities (OIV) and ridedown accelerations are within the recommended limits. The MSKT-SP-MGS terminal passed all evaluation criteria for Test 3-32.</p>	PASS
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3-33 (2270P)	<p>KARCO Test No. P34149-04 . A 2270P (5,000 lb) pickup truck impacting the terminal end-on at a nominal impact speed and angle of 100 km/h (62.2 mph) and 5 degrees, respectively, with the center line of the vehicle aligned with the center line of the nose of the terminal. This test is primarily intended to evaluate occupant risk and vehicle trajectory criteria.</p> <p>The test vehicle, a 2008 Dodge Ram 4-door pickup truck weighing 4,895.3 lb (2,220.5 kg), impacted the MASH SKT terminal head-on at an impact speed and angle of 62.74 mph (100.97 km/h) and 5.7 degrees, respectively. The vehicle pushed the impact head down the guardrail past the fifth post at which point the vehicle mounted the guardrail in a controlled manner without excessive deceleration and proceeded forward. The vehicle then impacted Post 6 before separating from the guardrail. The vehicle impacted the test article again between Posts 23 and 24. The vehicle sustained moderate damage at the front and left side and deformations to the occupant compartment were negligible. The vehicle remained upright and stable. The test article was extensively damaged from Posts 1 through Post 6. Post 7 was not impacted, but separated from the guardrail as a result of the rail buckling. The Occupant Impact Velocities (OIV) and ridedown accelerations are within the recommended limits. The MSKT-SP terminal passed all evaluation criteria for Test 3-33.</p>	PASS
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3-34 (1100C)	<p>KARCO Test No. P35126-01. An 1100C (2,425 lb) passenger car impacting the terminal at a nominal impact speed and angle of 62.2 mph (100 km/h) and 15 degrees, respectively, with the corner of the vehicle bumper aligned with the critical impact point (CIP) of the length of need (LON) of the terminal. This test is primarily intended to evaluate occupant risk and vehicle trajectory criteria.</p> <p>The test vehicle, a 2010 Kia Rio 4-door sedan weighing 2,436.1 lb (1,105.0 kg), impacted the downstream end of the impact head between Posts 1 and 2 at impact speed and angle of 61.37 mph (98.77 km/h) and 15.3 degrees, respectively. The vehicle was contained and redirected by the guardrail before separating from the test article near Post 6 at a velocity of 27.7 mph and an exit angle of 17.0 degrees and proceeded downstream adjacent to the guardrail. The vehicle remained upright and stable throughout the impact sequence. The test vehicle sustained moderate damage to the front right side with no occupant compartment deformation. The test article was extensively damaged from Post 1 through Post 5. The Occupant Impact Velocities (OIV) and ridedown accelerations are within the recommended limits. The MSKT-SP-MGS terminal passed all evaluation criteria for Test 3-34.</p>	PASS
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3-35 (2270P)	<p>KARCO Test No. P35103-01. A 2270P (5,000 lb) pickup truck impacting the terminal at a nominal impact speed and angle of 100 km/h (62.2 mph) and 25 degrees, respectively, with the corner of the vehicle bumper aligned with the beginning of the length-of-need (LON) of the terminal. This test is primarily intended to evaluate structural adequacy and vehicle trajectory criteria.</p> <p>The test vehicle, a 2011 Dodge Ram 4-door pickup truck weighing 4,942.6 lb (2,242.0 kg), impacted the guardrail at Post 3, the beginning of length-of-need, at impact speed and angle of 62.36 mph (100.36 km/h) and 26 degrees, respectively. The vehicle was contained and redirected by the guardrail before separating from the test article near Post 9 at a velocity of 32.75 mph (52.71 km/h) and an exit angle of 34.93 degrees and proceeded downstream adjacent to the guardrail on the traffic side. The vehicle then veered back toward the guardrail and impacted Post 20 before coming to rest at Post 26. The vehicle remained upright and stable throughout the impact sequence. The test vehicle sustained moderate damage to the front right side with no occupant compartment deformation. The test article was extensively damaged from Post 1 through Post 9. The maximum static lateral deformation was 30.2 in (768 mm) between Posts 5 and 6. The Occupant Impact Velocities (OIV) and ridedown accelerations are within the recommended limits. The MSKT-SP-MGS terminal passed all evaluation criteria for Test 3-35.</p>	PASS
3-36 (2270P)	<p>MASH Test Designation 3-36. A 2270P (5,000 lb) pickup truck impacting the terminal at a nominal impact speed and angle of 100 km/h (62 mph) and 25 degrees, respectively, with the corner of the vehicle bumper aligned with the critical impact point (CIP) with respect to the transition to the stiff barrier or backup structure. This test is primarily intended to evaluate the performance of the terminal when connected to a stiff barrier or a backup structure.</p> <p>As a W-beam guardrail terminal, the MSKT-SP-MGS terminal is designed to attach to W-beam barrier, transitions to alternative barriers downstream of the terminal will require case-by-case evaluation.</p>	Non-Relevant Test, not conducted

3-37 (2270P)	<p>Test No. P35025-02. A 2270P (5,000 lb) pickup truck impacting the terminal at a nominal impact speed and angle of 62.2 mph (100 km/h) and 25 degrees, respectively, midpoint between the nose and the end of the terminal in the reverse direction. This test is intended to evaluate the performance of a terminal for a "reverse" hit. Successful testing of other cable anchor systems with the 1100C indicates that the 2270P is more critical with the concern of override and interaction with the terminal head.</p> <p>The test vehicle, a 2009 Dodge Ram 4-door pickup truck weighing 4,964.7 lb (2,252.0 kg), impacted the guardrail at Post 3 with an impact speed and angle of 63.13 mph (101.6 km/h) and 24.9 degrees, respectively. The vehicle impacted Post 2, the back side of the impact head, and then Post 1 before separating from the test article at an angle of 13.37 degrees clockwise from its original path. The vehicle sustained moderate front end damage with no deformation to the occupant compartment. The test article received extensive damage between Posts 1 and 2. The impact head was forced off the rail element and the cable anchor assembly was separated from the guardrail. The Occupant Impact Velocities (OIV) and ridedown accelerations are within the recommended limits. The MSKT-SP-MGS terminal passed all evaluation criteria for Test 3-37.</p>	PASS
3-38 (1500A)	<p>MASH Test Designation 3-38. A 1500A (3,307 lb) passenger car impacting the terminal end-on at a nominal impact speed and angle of 100 km/h (62.2 mph) and 0 degree, respectively, with the center line of the vehicle aligned with the center line of the nose of the terminal. This test is primarily intended to evaluate the performance of the staged attenuator/terminal when impacted by a mid-size vehicle.</p> <p>The MSKT-SP-MGS terminal is not a staged device, because the force required to move the impact head down the rail does not change. The 3-30 test with the 1100C vehicle makes this test unnecessary.</p>	Non-Relevant Test, not conducted
3-40 (1100C)	Test for non-redirective crash cushion, not applicable for terminals	Non-Relevant Test, not conducted
3-41 (2270P)	Test for non-redirective crash cushion, not applicable for terminals	Non-Relevant Test, not conducted
3-42 (1100C)	Test for non-redirective crash cushion, not applicable for terminals	Non-Relevant Test, not conducted

3-43 (2270P)	Test for non-redirective crash cushion, not applicable for terminals	Non-Relevant Test, not conducted
3-44 (2270P)	Test for non-redirective crash cushion, not applicable for terminals	Non-Relevant Test, not conducted
3-45 (1500A)	Test for non-redirective crash cushion, not applicable for terminals	Non-Relevant Test, not conducted

Full Scale Crash Testing was done in compliance with MASH by the following accredited crash test laboratory (cite the laboratory's accreditation status as noted in the crash test reports.):

Laboratory Name:	KARCO Engineering, INC	
Laboratory Signature:	Steven Matsusaka	<small>Digitally signed by Steven Matsusaka DN: cn=Steven Matsusaka, o=KARCO Engineering, LLC, ou, email=smatsusaka@karco.com, c=US Date: 2016.06.08 17:10:53 -0700</small>
Address:	9270 Holly Road, Adelanto, CA 92301	Same as Submitter <input checked="" type="checkbox"/>
Country:	United States	Same as Submitter <input checked="" type="checkbox"/>
Accreditation Certificate Number and Dates of current Accreditation period :	TL-371; December 18, 2015 through December 18, 2017	

Submitter Signature\*: Steven Matsusaka

Digitally signed by Steven Matsusaka  
DN: cn=Steven Matsusaka, o=KARCO  
Engineering, LLC, ou,  
email=smatsusaka@karco.com, c=US  
Date: 2016.06.08 17:11:01 -0700

**Submit Form**

## ATTACHMENTS

Attach to this form:

- 1) Additional disclosures of related financial interest as indicated above.
- 2) A copy of the full test report, video, and a Test Data Summary Sheet for each test conducted in support of this request.
- 3) A drawing or drawings of the device(s) that conform to the Task Force-13 Drawing Specifications [[Hardware Guide Drawing Standards](#)]. For proprietary products, a single isometric line drawing is usually acceptable to illustrate the product, with detailed specifications, intended use, and contact information provided on the reverse. Additional drawings (not in TF-13 format) showing details that are relevant to understanding the dimensions and performance of the device should also be submitted to facilitate our review.

**FHWA Official Business Only:**

Eligibility Letter		
Number	Date	Key Words

SECTION 4

MASH TEST 3-30 SUMMARY

Test Article: Road Systems MSKT-SP-MGS Terminal

Project No. P35125-01

Test Program: MASH 3-30

Test Date: 07/02/15

SEQUENTIAL PHOTOGRAPHS



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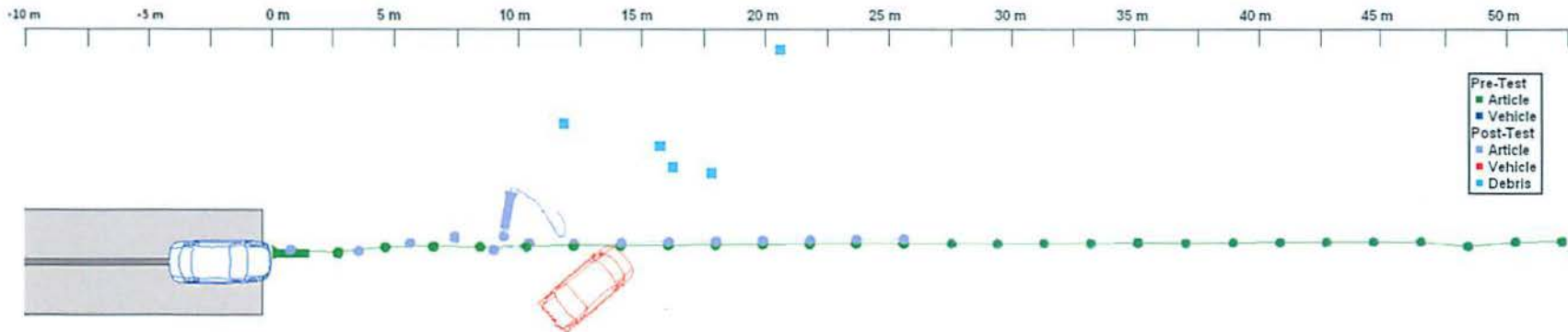
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PLAN VIEW



SECTION 4

MASH TEST 3-30 SUMMARY ... (CONTINUED)

Test Article: Road Systems MSKT-SP-MGS Terminal

Project No. P35125-01

Test Program: MASH 3-30

Test Date: 07/02/15

SUMMARY TABLE

GENERAL INFORMATION		IMPACT AND EXIT CONDITIONS	
TEST AGENCY	KARCO Engineering, LLC.	IMPACT VELOCITY	61.34 mph (98.72 km/h)
TEST NUMBER	P35125-01	IMPACT ANGLE (°)	0.9
TEST DESIGNATION	3-30	MAXIMUM ROLL ANGLE (°)	17.6
TEST DATE	7/2/15	MAXIMUM PITCH ANGLE (°)	-14.0
TEST ARTICLE		MAXIMUM YAW ANGLE (°)	149.7
NAME / MODEL	MSKT-SP-MSG Terminal	STOPPING DISTANCE	36.1 ft (11.0 m)
TYPE	Guardrail Terminal / End Treatment	IMPACT SEVERITY	321.0 kip-ft (435.2 kJ)
KEY ELEMENTS	12 Ga. W-Beam, W6x15 / 6"x6"x0.125" Breakaway Post, W6 x 9 Breakaway Post	OCCUPANT RISK VALUES	
TERMINAL LENGTH	12.5 ft. (3.8 m)	OCCUPANT IMPACT VELOCITY	Longitudinal 22.0 ft/s (6.7 m/s)
ADJOINING BARRIER LENGTH	156.24 ft. (47.6 m)		Lateral 0.3 ft/s (0.1 m/s)
RAIL MOUNTING HEIGHT	32.0 in. (813 mm)	RIDEDOWN ACCELERATION	Longitudinal -6.5 g
ROAD SURFACE	Compacted Soil		Lateral -4.1 g
SOIL TYPE / CONDITION	Medium to fine silty sand	THIV	22.0 ft/s (6.7 m/s)
TEST VEHICLE		PHD	6.8 g
TYPE / DESIGNATION	1100C	ASI	0.65
YEAR, MAKE AND MODEL	2009 Kia Rio	VEHICLE DAMAGE	
CURB MASS	2,319.2 lbs (1,052.0 kg)	VEHICLE DAMAGE SCALE	12-FL-4
TEST INERTIAL MASS	2,390.9 lbs (1,084.5 kg)	COLLISION DAMAGE CLASSIFICATION	12FDEW1
GROSS STATIC MASS	2,551.8 lbs (1,157.5 kg)	MAXIMUM DEFORMATION	8.0 in. at C3 to the left of the vehicle centerline

SECTION 4  
MASH TEST 3-31 SUMMARY

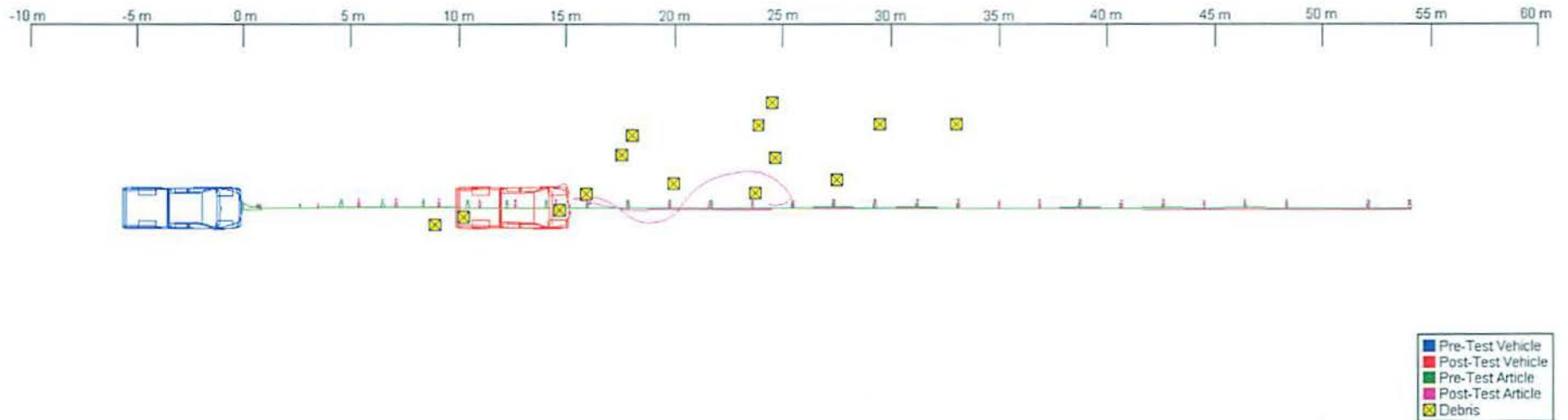
Test Article: Road Systems MSKT-SP Terminal  
Test Program: MASH 3-31

Project No. P34149-01  
Test Date: 11/20/14

SEQUENTIAL PHOTOGRAPHS



PLAN VIEW





## SECTION 4

## MASH TEST 3-31 SUMMARY...(CONTINUED)

Test Article: Road Systems MSKT-SP TerminalProject No. P34149-01Test Program: MASH 3-31Test Date: 11/20/14

## SUMMARY TABLE

GENERAL INFORMATION		IMPACT AND EXIT CONDITIONS	
TEST AGENCY	KARCO Engineering, LLC.	IMPACT VELOCITY	62.33 mph (100.31 km/h)
TEST NUMBER	P34149-01	IMPACT ANGLE (°)	0.4
TEST DESIGNATION	3-31	MAXIMUM ROLL ANGLE (°)	4.1
TEST DATE	11/20/14	MAXIMUM PITCH ANGLE (°)	1.7
TEST ARTICLE		MAXIMUM YAW ANGLE (°)	1.6
NAME / MODEL	SKT-SP Terminal	STOPPING DISTANCE	50.5 ft (15.4 m)
TYPE	Guardrail Terminal / End Treatment	IMPACT SEVERITY	635.9 kip-ft (861.9 kJ)
KEY ELEMENTS	12 Ga. W-Beam, W6x15 / 6"x6"x0.125" Breakaway Post, W6 x 9 Breakaway Post	OCCUPANT RISK VALUES	
INSTALLATION LENGTH	174.9 ft. (53.3 m)	OCCUPANT IMPACT VELOCITY	Longitudinal 19.4 ft/s (5.9 m/s)
RAIL MOUNTING HEIGHT	28.0 in. (711 mm)		Lateral 1.0 ft/s (0.3 m/s)
ROAD SURFACE	Compacted Soil	RIDEDOWN ACCELERATION	Longitudinal -6.9 g
SOIL TYPE / CONDITION	Medium to fine silty sand		Lateral -2.7 g
TEST VEHICLE		THIV	19.4 ft/s (5.9 m/s)
TYPE / DESIGNATION	2270P	PHD	6.9 g
YEAR, MAKE AND MODEL	2008 Dodge Ram	ASI	0.35
CURB MASS	4,953.7 lbs (2,247.0 kg)	VEHICLE DAMAGE	
TEST INERTIAL MASS	4,896.4 lbs (2,221.0 kg)	VEHICLE DAMAGE SCALE	12-FC-2
GROSS STATIC MASS	4,896.4 lbs (2,221.0 kg)	COLLISION DAMAGE CLASSIFICATION	12FCEW1
		MAXIMUM DEFORMATION	7.2 in. (184 mm) at C3 to the left of the vehicle centerline on the front bumper

SECTION 4

MASH TEST 3-32 SUMMARY

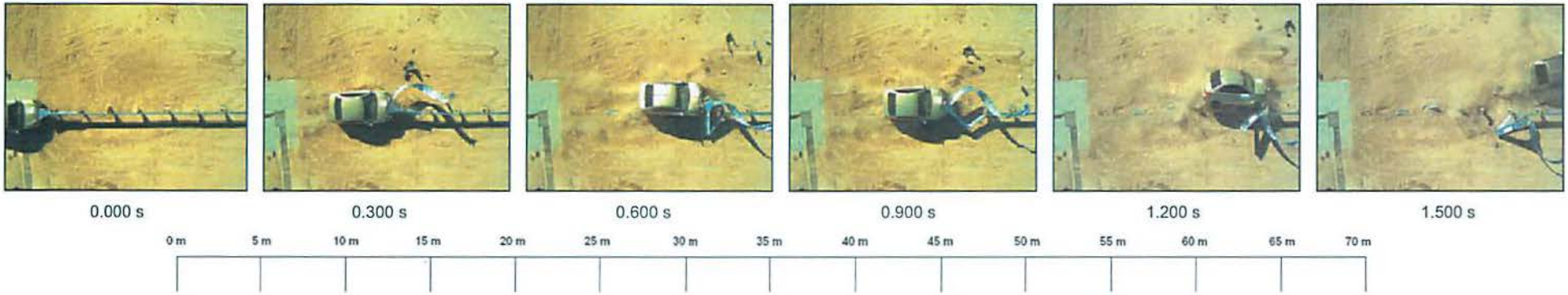
Test Article: Road Systems MSKT-SP-MGS Terminal

Project No. P35025-01

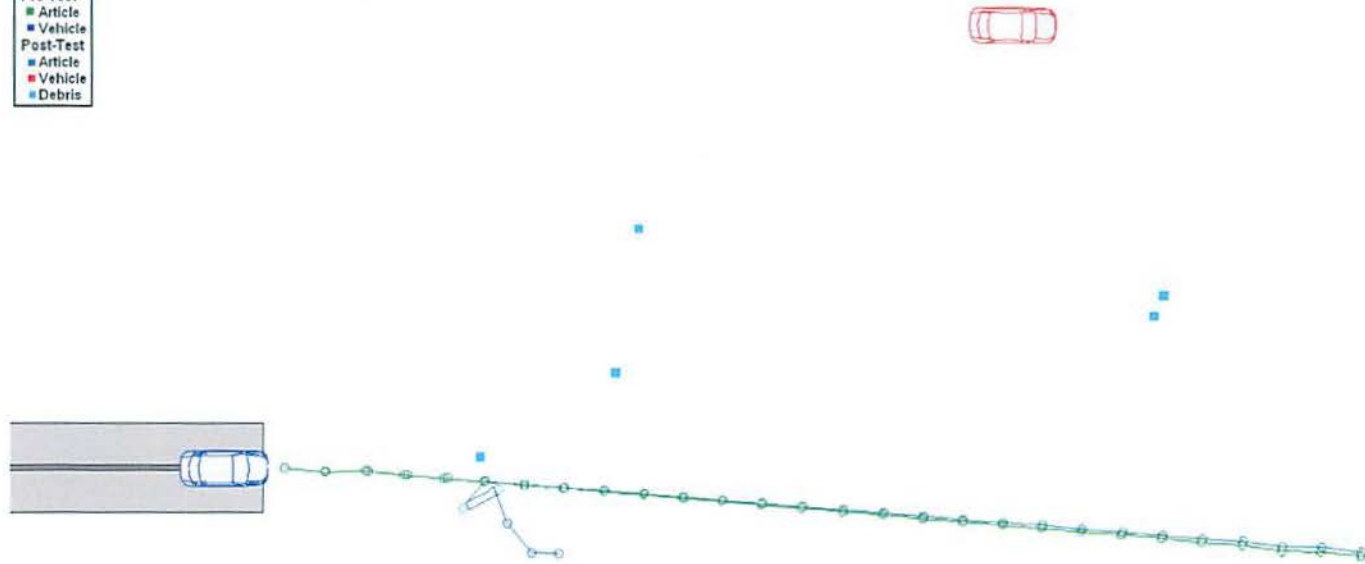
Test Program: MASH 3-32

Test Date: 02/12/15

SEQUENTIAL PHOTOGRAPHS



- Pre-Test
- Article
- Vehicle
- Post-Test
- Article
- Vehicle
- Debris



## SECTION 4

## MASH TEST 3-32 SUMMARY ... (CONTINUED)

Test Article: Road Systems MSKT-SP-MGS TerminalProject No. P35025-01Test Program: MASH 3-32Test Date: 02/12/15

## SUMMARY TABLE

GENERAL INFORMATION		IMPACT AND EXIT CONDITIONS	
TEST AGENCY	KARCO Engineering, LLC.	IMPACT VELOCITY	61.47 mph (98.93 km/h)
TEST NUMBER	P35025-01	IMPACT ANGLE (°)	4.4
TEST DESIGNATION	3-32	MAXIMUM ROLL ANGLE (°)	-45.9
TEST DATE	2/12/15	MAXIMUM PITCH ANGLE (°)	-10.2
TEST ARTICLE		MAXIMUM YAW ANGLE (°)	40.8
NAME / MODEL	MSKT-SP-MGS Terminal	STOPPING DISTANCE	
TYPE	Guardrail Terminal / End Treatment	IMPACT SEVERITY	310.2 kip-ft (420.7 kJ)
KEY ELEMENTS	12 Ga. W-Beam, W6x15 / 6"x6"x0.125" Breakaway Post, W6 x 9 Breakaway Post	OCCUPANT RISK VALUES	
INSTALLATION LENGTH	168.75 ft. (51.44 m)	OCCUPANT IMPACT VELOCITY	Longitudinal 22.6 ft/s (6.9 m/s)
RAIL MOUNTING HEIGHT	32.0 in. (813 mm)		Lateral 0.3 ft/s (0.1 m/s)
ROAD SURFACE	Compacted Soil	RIDEDOWN ACCELERATION	Longitudinal -8.1
SOIL TYPE / CONDITION	Medium to fine silty sand		Lateral 5.0
TEST VEHICLE		THIV	22.6 ft/s (6.9 m/s)
TYPE / DESIGNATION	1100C	PHD	8.1
YEAR, MAKE AND MODEL	2010 Kia Rio	ASI	0.56
CURB MASS	2,485.7 lbs (1,127.5 kg)	VEHICLE DAMAGE	
TEST INERTIAL MASS	2,457.0 lbs (1,114.5 kg)	VEHICLE DAMAGE SCALE	12-FL-4
GROSS STATIC MASS	2,630.1 lbs (1,193.0 kg)	COLLISION DAMAGE CLASSIFICATION	12FDEW2
		MAXIMUM DEFORMATION	13.7 in. at C5 to the right of the vehicle centerline

SECTION 4  
MASH TEST 3-33 SUMMARY

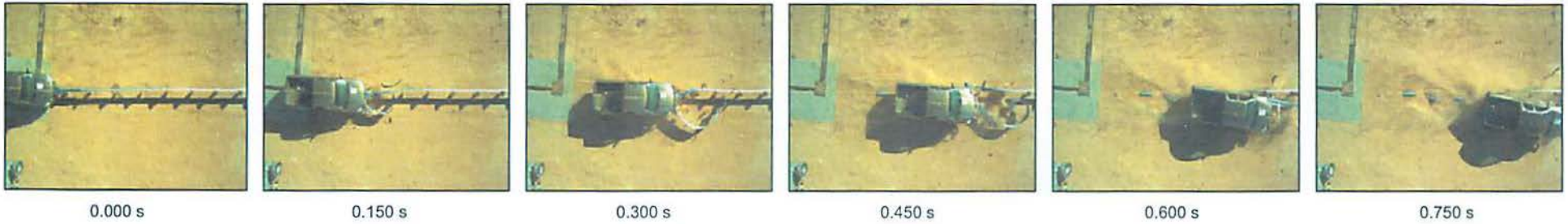
Test Article: Road Systems MSKT-SP Terminal

Project No. P34149-04

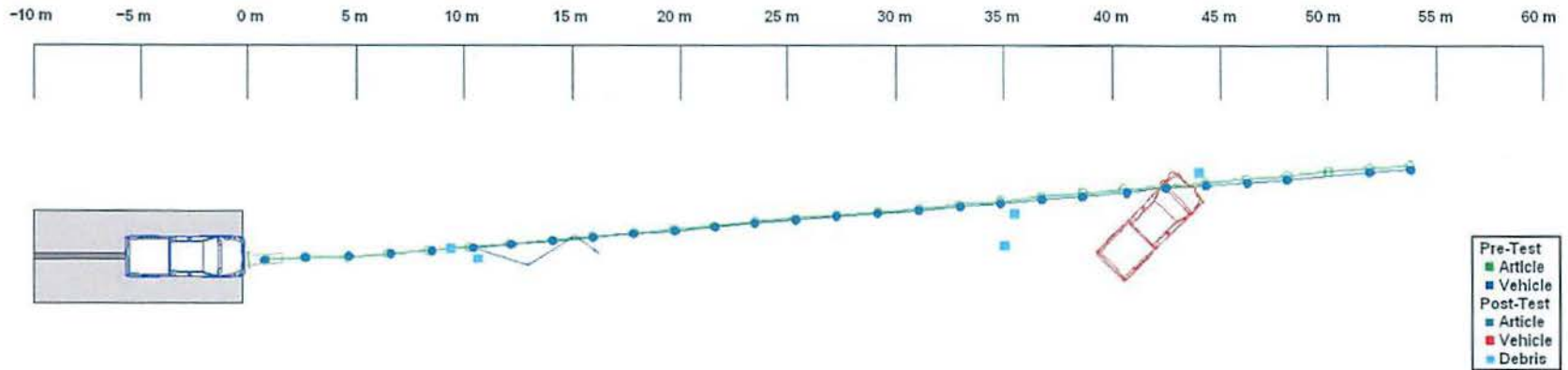
Test Program: MASH 3-33

Test Date: 02/12/15

SEQUENTIAL PHOTOGRAPHS



PLAN  
VIEW



## SECTION 4

## MASH TEST 3-33 SUMMARY ... (CONTINUED)

Test Article: Road Systems MSKT-SP TerminalProject No. P34149-04Test Program: MASH 3-33Test Date: 02/12/15

## SUMMARY TABLE

GENERAL INFORMATION		IMPACT AND EXIT CONDITIONS	
TEST AGENCY	KARCO Engineering, LLC.	IMPACT VELOCITY	62.74 mph (100.97 km/h)
TEST NUMBER	P34149-04	IMPACT ANGLE (°)	5.7
TEST DESIGNATION	3-33	MAXIMUM ROLL ANGLE (°)	24.3
TEST DATE	2/12/15	MAXIMUM PITCH ANGLE (°)	10.4
TEST ARTICLE		MAXIMUM YAW ANGLE (°)	-6.9
NAME / MODEL	MSKT-SP Terminal	STOPPING DISTANCE	148.3 ft (45.2 m)
TYPE	Guardrail Terminal / End Treatment	IMPACT SEVERITY	637.9 kip-ft (864.9 kJ)
KEY ELEMENTS	12 Ga. W-Beam, W6x15 / 6"x6"x0.125" Breakaway Post, W6 x 9 Breakaway Post	OCCUPANT RISK VALUES	
INSTALLATION LENGTH	174.3 ft. (53.1 m)	OCCUPANT IMPACT VELOCITY	Longitudinal 18.0 ft/s (5.5 m/s)
RAIL MOUNTING HEIGHT	28.0 in. (799 mm)		Lateral 0.3 ft/s (0.1 m/s)
ROAD SURFACE	Compacted Soil	RIDEDOWN ACCELERATION	Longitudinal -6.1
SOIL TYPE / CONDITION	Medium to fine silty sand		Lateral -3.0
TEST VEHICLE		THIV	18.0 ft/s (5.5 m/s)
TYPE / DESIGNATION	2270P	PHD	6.2
YEAR, MAKE AND MODEL	2008 Dodge Ram	ASI	0.40
CURB MASS	4,764.1 lbs (2,161.0 kg)	VEHICLE DAMAGE	
TEST INERTIAL MASS	4,895.3 lbs (2,220.5 kg)	VEHICLE DAMAGE SCALE	12-FL-4
GROSS STATIC MASS	4,895.3 lbs (2,220.5 kg)	COLLISION DAMAGE CLASSIFICATION	12FDEW2
		MAXIMUM DEFORMATION	25.4 in. at C1 to the left of the vehicle centerline

SECTION 4  
MASH TEST 3-34 SUMMARY

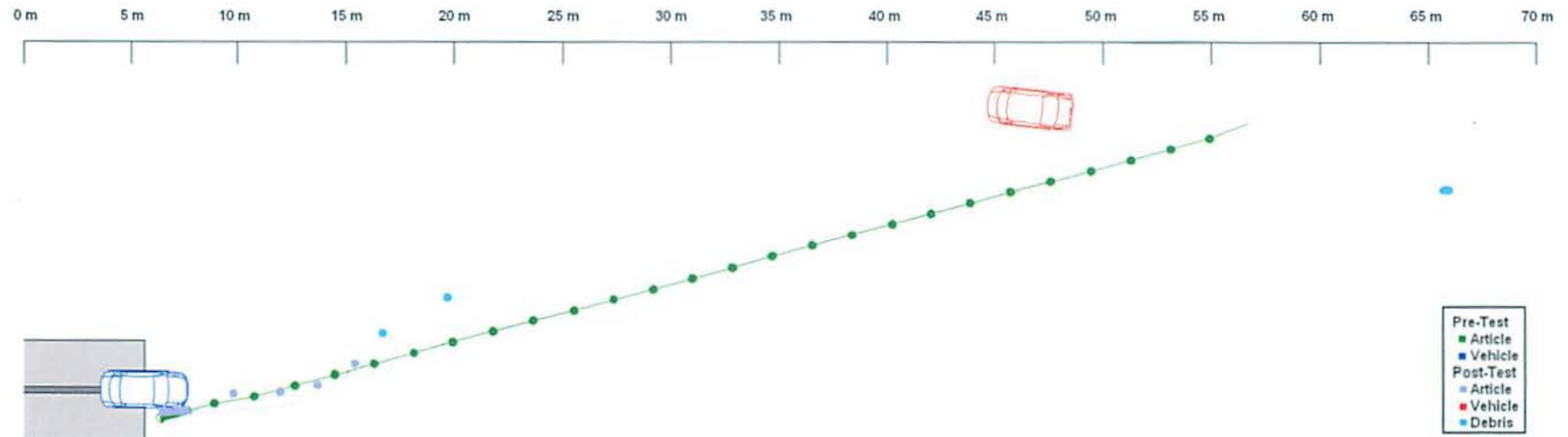
Test Article: Road Systems MSKT-SP-MGS Terminal  
Test Program: MASH 3-34

Project No. P35126-01  
Test Date: 07/16/15

SEQUENTIAL PHOTOGRAPHS



PLAN VIEW



## SECTION 4

## MASH TEST 3-34 SUMMARY ... (CONTINUED)

Test Article: Road Systems MSKT-SP-MGS TerminalProject No. P35126-01Test Program: MASH 3-34Test Date: 07/16/15

## SUMMARY TABLE

GENERAL INFORMATION		IMPACT AND EXIT CONDITIONS	
TEST AGENCY	KARCO Engineering, LLC.	IMPACT VELOCITY	61.37 mph (98.77 km/h)
TEST NUMBER	P35126-01	IMPACT ANGLE (°)	15.3
TEST DESIGNATION	3-34	MAXIMUM ROLL ANGLE (°)	-7.1
TEST DATE	7/16/15	MAXIMUM PITCH ANGLE (°)	-5.0
TEST ARTICLE		MAXIMUM YAW ANGLE (°)	17.9
NAME / MODEL	MSKT-SP-MGS Terminal	STOPPING DISTANCE	134.8 ft. (41.1 m)
TYPE	Guardrail Terminal / End Treatment	IMPACT SEVERITY	22.8 kip-ft (30.9 kJ)
KEY ELEMENTS	12 Ga. W-Beam, W6 x15 / 6"x6"x0.125" Breakaway Post, W6 x 9 Breakaway Post	OCCUPANT RISK VALUES	
TERMINAL LENGTH	12.4 ft. (3.8 m)	OCCUPANT IMPACT VELOCITY	Longitudinal 18.7 ft/s (5.7 m/s)
ADJOINING BARRIER LENGTH	156.2 ft. (47.6 m)		Lateral 11.48 ft/s (3.5 m/s)
RAIL MOUNTING HEIGHT	32.0 in. (813 mm)	RIDEDOWN ACCELERATION	Longitudinal -13.6
ROAD SURFACE	Compacted Soil		Lateral -6.5
SOIL TYPE / CONDITION	Medium to fine silty sand	THIV	23.6 ft/s (7.2 m/s)
TEST VEHICLE		PHD	14.1 g
		ASI	0.61
TYPE / DESIGNATION	1100C	VEHICLE DAMAGE	
YEAR, MAKE AND MODEL	2010 Kia Rio	VEHICLE DAMAGE SCALE	2-RFQ-7
CURB MASS	2,473.5 lbs (1,122.0 kg)	COLLISION DAMAGE CLASSIFICATION	12RFMW1
TEST INERTIAL MASS	2,436.1 lbs (1,105.0 kg)	MAXIMUM DEFORMATION	N/A
GROSS STATIC MASS	2,601.4 lbs (1,180.0 kg)		

SECTION 4  
MASH TEST 3-35 SUMMARY

Test Article: Road Systems MSKT-SP-MGS Terminal

Project No. P35103-01

Test Program: MASH 3-35

Test Date: 06/25/15

SEQUENTIAL PHOTOGRAPHS



0.000 s



0.200 s



0.400 s



0.600 s

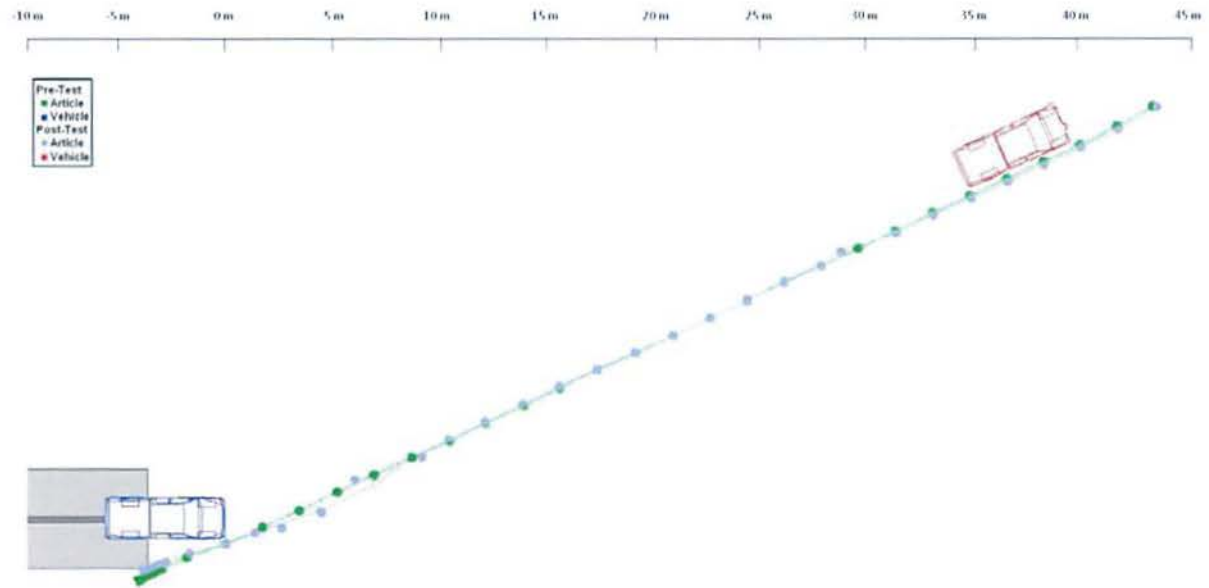


0.800 s



1.000 s

PLAN VIEW





## SECTION 4

## MASH TEST 3-35 SUMMARY... (CONTINUED)

Test Article: Road Systems MSKT-SP-MGS Terminal  
 Test Program: MASH 3-35

Project No. P35103-01  
 Test Date: 06/25/15

SUMMARY TABLE

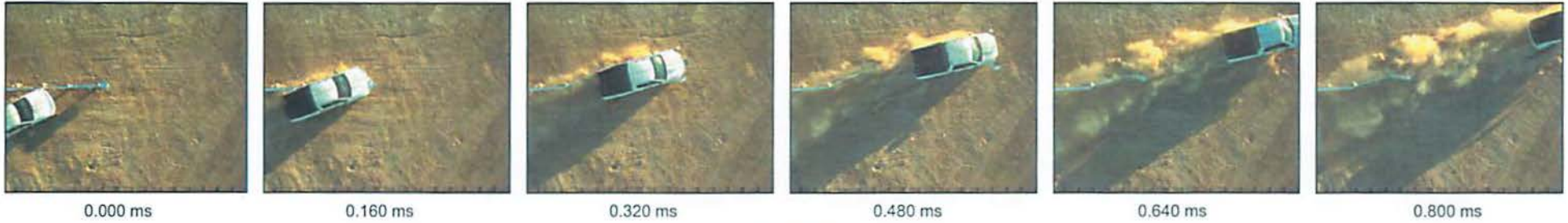
GENERAL INFORMATION		IMPACT AND EXIT CONDITIONS	
TEST AGENCY	KARCO Engineering, LLC.	IMPACT VELOCITY	62.36 mph (100.36 km/h)
TEST NUMBER	P35103-01	IMPACT ANGLE (°)	26.0
TEST DESIGNATION	3-35	MAXIMUM ROLL ANGLE (°)	14.8
TEST DATE	6/25/15	MAXIMUM PITCH ANGLE (°)	-6.5
TEST ARTICLE		MAXIMUM YAW ANGLE (°)	36.6
NAME / MODEL	MSKT-SP-MGS Terminal	STOPPING DISTANCE	143.6 ft. (43.8 m)
TYPE	Guardrail Terminal / End Treatment	IMPACT SEVERITY	123.2 kip-ft (167 kJ)
KEY ELEMENTS	12 Ga. W-Beam, W6 x15 / 6"x6"x0.125" Breakaway Post, W6 x 9 Breakaway Post	OCCUPANT RISK VALUES	
TERMINAL LENGTH	12.5 ft. (3.8 m)	OCCUPANT IMPACT VELOCITY	Longitudinal 20.0 ft/s (6.1 m/s)
ADJOINING BARRIER LENGTH	156.2 ft. (47.6 m)		Lateral 23.0 ft/s (7.0 m/s)
RAIL MOUNTING HEIGHT	30.0 in. (762 mm)	RIDEDOWN ACCELERATION	Longitudinal -8.8 g
ROAD SURFACE	Compacted Soil		Lateral -9.1 g
SOIL TYPE / CONDITION	Medium to fine silty sand	THIV	21.7 ft/s (6.6 m/s)
TEST VEHICLE		PHD	9.6
TYPE / DESIGNATION	2270P	ASI	0.7
YEAR, MAKE AND MODEL	2011 Dodge Ram 1500	VEHICLE DAMAGE	
CURB MASS	5,061.7 lbs (2,296.0 kg)	VEHICLE DAMAGE SCALE	1-RFQ-5
TEST INERTIAL MASS	4,942.6 lbs (2,242.0 kg)	COLLISION DAMAGE CLASSIFICATION	01RFEW2
GROSS STATIC MASS	4,942.6 lbs (2,242.0 kg)	MAXIMUM DEFORMATION	

SECTION 4  
MASH TEST 3-37 SUMMARY

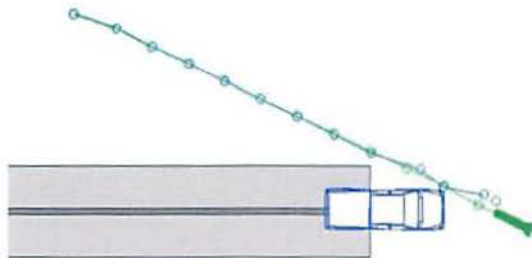
Test Article: Road Systems MSKT-SP Terminal  
Test Program: MASH 3-37

Project No. P35025-02  
Test Date: 03/07/15

SEQUENTIAL PHOTOGRAPHS



PLAN VIEW



- Pre-Test
- Article
- Vehicle
- Post-Test
- Article
- Vehicle
- Debris

## SECTION 4

## MASH TEST 3-37 SUMMARY ... (CONTINUED)

Test Article: Road Systems MSKT-SP TerminalProject No. P35025-02Test Program: MASH 3-37Test Date: 03/07/15

## SUMMARY TABLE

GENERAL INFORMATION		IMPACT AND EXIT CONDITIONS		
TEST AGENCY	KARCO Engineering, LLC.	IMPACT VELOCITY	63.13 mph (101.60 km/h)	
TEST NUMBER	P35025-02	IMPACT ANGLE (°)	24.9	
TEST DESIGNATION	3-37	MAXIMUM ROLL ANGLE (°)	25.7	
TEST DATE	3/7/15	MAXIMUM PITCH ANGLE (°)	-33.3	
TEST ARTICLE		MAXIMUM YAW ANGLE (°)	-13.6	
NAME / MODEL	MSKT-SP Terminal	STOPPING DISTANCE		
TYPE	Guardrail Terminal / End Treatment	IMPACT SEVERITY	543.6 kip-ft (738 kJ)	
KEY ELEMENTS	12 Ga. W-Beam, W6x15 / 6"x6"x0.125" Breakaway Post, W6 x 9 Breakaway Post	OCCUPANT RISK VALUES		
INSTALLATION LENGTH	75.0 ft. (35.43 m)	OCCUPANT IMPACT VELOCITY	Longitudinal	17.1 ft/s (5.2 m/s)
RAIL MOUNTING HEIGHT	28.0 in. (711 mm)		Lateral	-6.6 ft/s (-2.0 m/s)
ROAD SURFACE	Compacted Soil	RIDEDOWN ACCELERATION	Longitudinal	-6.8 g
SOIL TYPE / CONDITION	Medium to fine silty sand		Lateral	-2.6 g
TEST VEHICLE				
TYPE / DESIGNATION	2270P	THIV		18.7 ft/s (5.7 m/s)
YEAR, MAKE AND MODEL	2009 Dodge Ram	PHD		7.2
CURB MASS	4,800.5 lbs (2,177.5 kg)	ASI		0.67
TEST INERTIAL MASS	4,964.7 lbs (2,252.0 kg)			
GROSS STATIC MASS	4,964.7 lbs (2,252.0 kg)			

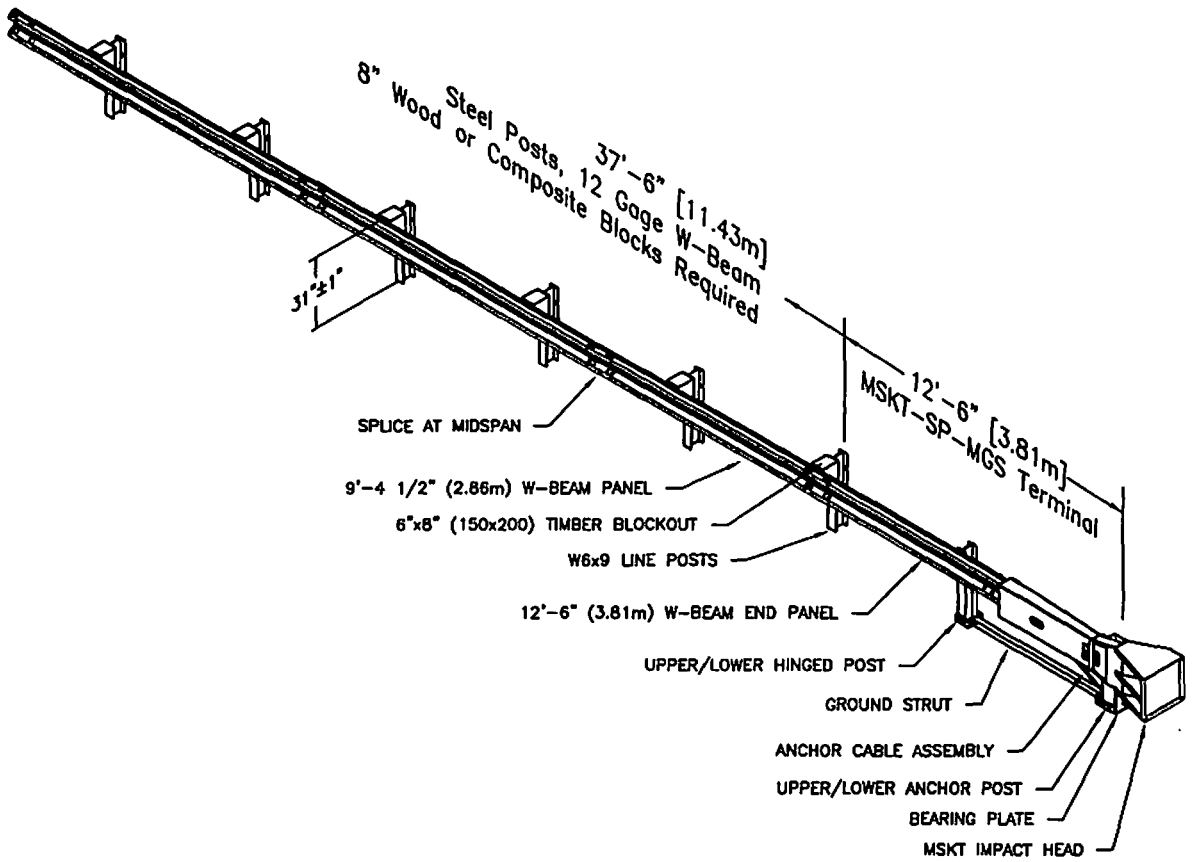


Road Systems Inc.

SHEET NO. 1 of 2  
DATE 01-16-16

SEWXX

MSKT - MASH SKT - MGS System



**INTENDED USE**

The MSKT (MASH SKT) SP (Standard Post) MGS (Midwest Guardrail System) is a tangent roadside energy-absorbing terminal that have been designed and tested under MASH criteria. The MSKT-SP-MGS system has a top-of-rail height of 31" with a plus-or-minus 1" height tolerance.

The first two posts in the terminal are bolted posts connected by a strut. Downstream of post #2 the terminal requires the use of a 9' - 4 1/2" W-Beam panel to set splices at mid-span between posts, six W6x9 (or W6x8.5) steel line posts, 8" wood or composite blocks and 12 gage W-Beam extending a minimum of 3' - 1 1/2" beyond post #8 for a TL-3 system.

The MSKT is used to protect the ends of MGS W-Beam barriers. During end-on impacts, the vehicle pushes the MSKT impact head down the rail section while sequentially kinking the rail element. The kinked rail exits the impact head on the backside of the rail.

The MSKT-SP-MGS is a cable-anchored system. When impacted on the traffic side within the length of need and within design limits, the MSKT contains and redirects the errant vehicle back toward its original travel path. A cable anchor bracket is attached to the backside of the first rail section with special high strength shoulder bolts. The cable anchor bracket locks into place for traffic face redirection impacts but releases for end-on impacts.

**APPROVALS**

FHWA letter (CC-XX) XX XX, 2016 - MSKT-SP-MGS MASH Test Level 3

**CONTACT INFORMATION**

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www.roadsystems.com

**MSKT - MASH SKT - MGS System**

**SEWXX**

<b>SHEET NO.</b>	<b>DATE:</b>
2 of 2	01-16-16



**Road  
Systems  
Inc.**