



Road Systems Inc.

SEW17d

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## **INTENDED USE**

The **MSKT** (MASH SKT) **SP** (Standard Post) **MGS** (Midwest Guardrail System) is a tangent roadside energy-absorbing terminal that has 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" or 12" 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.

## **ACCEPTANCE**

FHWA Letter CC-126, June 10, 2016 - MSKT Test Level 3
FHWA Letter CC-126A, January 24, 2017 - Allowing 12" or 8" deep blockouts
FHWA Letter CC-126C, December 27, 2016 - Allowing wood CRT posts at locations 3 - 8
FHWA Letter CC-126D, March 15, 2017 - Allowing Test Level 2 utilization
FHWA Letter CC-126E, January 24, 2017 - Allowing 0 to 2 foot offset over 50-ft length
FHWA Letter CC-126F, December 27, 2016 - Allowing powder coating of head and rail
FHWA Letter CC-130, October 3, 2016 - Allowing MSKT impact head on NCHRP 350 SKT systems

## **CONTACT INFORMATION**

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