Terminals (MASH)

Note: For the proprietary system the installation manual/drawings must be used. The checklist should be completed after installation. Proper grading in advance of the system and a traversable runout area beyond the beginning of the system should be provided for all terminals. All tangent systems must be installed in a straight line over the length of the system. See General Notes for more information.

NAME	MANUFACTURER		PERFORMANCE CHARACTERISTICS		MASH 2016		ROADSIDE		MEDIAN	DEVICE INFORMATION	LOCATIONS CAN BE USED
			Energy-Absorbing	Non-Energy Absorbing	Test Level (System Length)	System Height	FLARED	TANGENT			
Buried-in-Backslope Terminal https://tf13.org/et/buried-in-backslope-bib-terminal/	 **BIB**	Generic		X	TL-3	Single Rail System. Top rail at 31" Stacked Rail System - Top rail remains parallel to the road elevation (to a maximum of 46" height)	X			No impact head. For slopes steeper than 10:1, keep the height of the w-beam rail constant relative to the roadway grade until the barrier crosses the ditch flow line (but a max height of 46") Use a flare rate, either 13:1 or appropriate for the design speed. Add a w-beam rubrail when the distance between the bottom of the w-beam rail and the ground exceeds ~19" and increasing. Use an anchor of steel posts capable of developing the full tensile strength of the w-beam rail and buried 1' below ground. The effective barrier (to BLON; point where the face of rail crosses the toe of the backslope) must be brought to a sufficient distance in advance of the beginning of the area of concern such that a vehicle which passed behind the non-effective part of the rail (or upstream of the anchor) should have enough distance to be captured behind the rail upstream of the area of concern.	When the road transitions from a cut to a fill. Cut sections of a roadway.
SoftStop® https://www.valtir.com/product/softstop-system/ Eligibility Letter: CC-115; Updated Nov. 12, 2015, TL-3 CC-115A; Sep 7, 2012, 8" blocks CC-115B; Dec 21, 2012, 8" blocks & TL-2 CC-115C; Dec 21, 2012, TL-1 CC-115D; May 1, 2013, Offset & TL-3 CC-115E; May 1, 2013, Offset & TL-2 CC-115F; May 1, 2013, Offset & TL-1 CC-115G; Sep 5, 2013, modified head CC-115H; Sep 23, 2013, 25' rail panels CC-115I; May 9, 2014, Modified anchor plate	 **SoftStop®**	Valtir, LLC	X		TL-1 (25'-9 ½") TL-2 (38'-3 ½") TL-3 (50'-9 ½") ALL system length dimensions are provided from the front anchor post (Post 0)	31" +1" -0" tolerance		X		7" wide Rectangular Impact Face Absorbs energy by vertically compressing the rail elements as the impact head is pushed down the rails, typically containing the compressed rail on the ground just below. Anchorage is provided through the first rail element (no cables) that has three specially fabricated slots approximately 6' long which allow the resulting four strips to be flattened, passed through the impact head, and connected via a paddle assembly to post "0". Incorporates an innovative resistive tensile coupling that typically maintains tension in the terminal portion of the guardrail during forward-direction vehicle impacts and releases during a reverse-direction impact. All steel post system. Post 0 - proprietary anchor; Post 1 - shortened Steel Yielding Terminal Post (SYTP) - impact head sits on post. Post 2: 6' Steel Yielding Terminal Post (SYTP); Post 3 through 8: W6x8.5 x 6' standard steel post. No blockouts at posts 0 and 1. Post 2 and beyond uses a composite blockout All w-beam guardrail is spliced mid-span, between posts. System can be stained after galvanizing, but powder coating or painting is not allowed.	BLON: at post 3 (16-6" from anchor post "0") 0 - 2 ft offset allowed over entire length of TL-3 system 0 - 1 ft offset allowed over the entire length of TL-2 system. 0 - 6 in offset allowed over the entire length of TL-1 system.

Terminals (MASH)

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NAME	MANUFACTURER	PERFORMANCE CHARACTERISTICS		MASH 2016		ROADSIDE		MEDIAN	DEVICE INFORMATION	LOCATIONS CAN BE USED
		Energy-Absorbing	Non-Energy Absorbing	Test Level (System Length)	System Height	FLARED	TANGENT			
MSKT - MASH Sequential Kinking Terminal® http://www.roadsystems.com/mash-mskt/ Eligibility Letters: CC-126; June 10, 2016, TL-3 CC-126A; Feb 24, 2017, 12" blocks CC-126C; Dec 27, 2016, CRT posts CC-126D; Mar 15, 2017, TL-2 CC-126E; Jan 24, 2017, 2 ft. Offset CC-126F; Dec 27, 2016, Powder Coated CC-126G; June 1, 2018, MASH 2016	 **MSKT®**	Road Systems, Inc.	X		TL-2 (25' - measured to Post #5) TL-3 (50' - measured to Post #9)	31" ±1" tolerance		X		20" wide Square Impact Head, with front side of feeder chute closed and backside open. The MSKT absorbs energy by kinking rail elements as they feed through impact head. Strut and cable anchorage, between post 1 and 2, act together to transfer tension from a downstream impact (for redirection). Cable anchor bracket is seated on shoulder bolts; bolts secured w/nuts on the face of rail. Longitudinal slots in w-beam rail element between posts 1 & 2 - there are three slots in the valley of the rail and five slots on both the top and bottom corrugations. W-beam rails are spliced mid-span between posts beyond post 4. All steel post system with posts 1 and 2 being hinged posts. The remaining posts (post 3 thru 8) are W6x8.5x 6' standard steel posts. Options: Post 3 through 8: Control Release Post (CRT) (Wood); MSKT can be powder coated or Natina stain may be applied over the galvanized surface; Some parts are interchangeable with flared MASH MFLEAT terminal; No blockouts at posts 1 and 2. Post 3 and beyond, 8" or 12" wood or composite blockouts. Tested at curb location under MwRSF Research Project TRP-03-469-24. https://mwrsf.unl.edu/reportResult.php?reportId=503&search-textbox=guardrail%20terminals%20at%20curb	BLON: at post 3 (12'-6" from post 1) Offset Post 1 at 25:1 max flare rate over length of system is allowed but not required.
MAX-Tension™ https://www.lindsay.com/usca/en/infrastructure/brands/barrier-systems/solutions/end-treatments/max-tension/#section-1077 Eligibility Letter: CC-133, June 15, 2017, TL-3 CC-133A; Dec 17, 2018, MASH 16 CC-134; Jan. 10, 2018, TL-2 CC-134A; Dec 17, 2018, MASH 16	 **MAX-Tension™**	Lindsay Transportation Solutions	X		TL-2 (29'-11") (NON-GATING) TL-3 (55')	31" ±1" tolerance		X		14" wide Rectangular Impact Face Utilizes tensioned cables, telescoping panels and a cutting tooth to absorb the energy of an impacting vehicle by friction on the cables passing through the deflector plates in the non-extruding impact head and by the coupler/cutting tooth. Anchorage is provided by connecting the cable assemblies to the anchor system in front of post 1 consisting of a soil anchor and ground strut. All steel post system. Proprietary releasable Post 1; W6x8.5 x 6' standard line posts beyond post 1. W-beam guardrail is spliced mid-span, between posts. No blockout at post 1. Post 2 and beyond, 8" or 12" wood or composite blockout. The non-energy absorbing parts of the system can be powder coated.	BLON: TL-2 at post 1. TL-3 at post 3 (9'-4" from post 1) 0 - 2 ft offset allowed over straight length of system
MAX-Tension™ Median https://www.lindsay.com/usca/en/infrastructure/brands/barrier-systems/solutions/end-treatments/max-tension/#section-1085 Eligibility Letter: CC-141, Jan. 10, 2018 (TL-3) CC-141A; Dec 17, 2018, MASH 16	 **MAX-Tension™ Median**	Lindsay Transportation Solutions	X		TL-3 (55'-5½")	31" ±1" tolerance		X		30" wide Rectangular Impact Face The MAX system utilizes tensioned cables, telescoping panels and a cutting tooth to absorb the energy of an impacting vehicle by friction on the cables passing through the deflector plates in the non-extruding impact head and by the couplers/cutting tooth located between posts 5 and 6. Anchorage is provided by connecting the cable assemblies to the anchor system in front of post 1 consisting of a soil anchor and ground strut. All steel post system. Proprietary releasable posts 1 and 2; W6x8.5 x 6' standard line posts beyond post 2. W-beam guardrail is spliced mid-span, between posts. No blockout at post 1. Post 2 and beyond, 8" wood or composite blockouts The non-energy absorbing parts of the system can be powder coated.	BLON: TL-3 at post 3 (9'-4" from post 1) 0 - 2 ft offset allowed over straight length of system

Terminals (MASH)

Note: For the proprietary system the installation manual/drawings must be used. The checklist should be completed after installation. Proper grading in advance of the system and a traversable runout area beyond the beginning of the system should be provided for all terminals. All tangent systems must be installed in a straight line over the length of the system. See General Notes for more information.

NAME	MANUFACTURER		PERFORMANCE CHARACTERISTICS		MASH 2016		ROADSIDE		MEDIAN	DEVICE INFORMATION	LOCATIONS CAN BE USED
			Energy-Absorbing	Non-Energy Absorbing	Test Level (System Length)	System Height	FLARED	TANGENT			
MFLEAT - MASH FLared Energy Absorbing Terminal® http://www.roadsystems.com/mash-mfleat/ Eligibility Letters: CC-143; April 10, 2019, TL-3	 **MFLEAT®**	Road Systems, Inc.	X		TL-3 (39'-7" - measured to Post #9)	31" ±1" tolerance	X			20" wide Square Impact Head, with front side of feeder chute closed and backside open. The MFLEAT absorbs energy by kinking rail elements that exit on the traffic side as they are fed through the impact head. Strut and cable anchorage, between post 1 and 2, act together to transfer tension from a downstream impact (for redirection). Cable anchor bracket is seated on shoulder bolts; bolts secured w/nuts on the face of rail. MASH Bearing Plate used to keep Bearing Plate properly positioned. Longitudinal slots in w-beam rail element between posts 1 & 2 - there are three slots in the valley of the rail and five slots on both the top and bottom corrugations. W-beam rails are spliced mid-span between posts beyond post 5. All steel post system with posts 1 thru 3 being hinged posts. Installed as a straight flared length of 39 ft. – 7 inches with a 3 ft. offset. End rail is 12’-6”, 10’-5” second rail and 13’-6.5” third rail. Some parts are interchangeable with tangent MASH MSKT and box beam MBEAT terminal. No blockouts at posts 1, 2 and 3. Post 4 and beyond, 8" or 12" wood or composite blockouts. MFLEAT can be powder coated or Natina stain may be applied over the galvanized surface.	BLON: TL-3 at post 4 (16'-8" from post 1) Offset Post 1 at 3 ft.
MBEAT Box Beam Terminal® https://roadsystems.com/mash-mbeat/ Eligibility Letter: CC-157; Mar 13, 2020, TL-3	 **MBEAT®**	Road Systems, Inc.	X		TL-3 (15' from the front face of the impact head to post #3)	28" ±1" tolerance		X		20" wide Square Impact Head with tapered mandrel section. During end-on impacts, the vehicle forces the mandrel portion of the MBEAT impact head into the end of the box beam section causing the tube to burst. The four walls of the tube are then peeled back. The MBEAT is a cable-anchored system connected at the base of post #1. A ground strut is also used. MASH Bearing Plate used to keep Bearing Plate properly positioned. Posts #1 and #2 are bolted steel breakaway end posts connected by a strut. Posts #3 and beyond are standard 3" x 5.7# I beam weak posts used in standard 6" x 6" Box Beam. The end tube rail is 9'-10 ¾" long x 1/8" thick. A second 18'-0" long (minimum) section of standard 6"x 6" x 3/16" box beam rail is required. Blockouts are not used with the MBEAT. Some parts are interchangeable with flared MASH MFLEAT W-beam terminal.	BLON: TL-3 at post 3 (12'-3" from post 1) The system can taper parallel with the State allowed box beam taper up to a 25:1 flare
Ermes End Terminal https://www.smaroadsafety.com/en/c/end-terminals/ Eligibility Letter: CC-166; May 12, 2021, TL-3	 **Ernes End Terminal** (Not avaliable in the US)	SMA Road Safety	X		TL-3 (19.4')	32"		X		9.84" wide Rectangular Impact Face The energy of a vehicle in a head-on impact is absorbed through a combination of the front trolley unit that allows for controlled deformation and crushing the collapsible steel beam that split in three modular bays. The collapsible beam is divided into modules that are color coded, as each module differs in length and position of the tie rods welded on the bottom of the system. Transitions are used to connect the terminal to W-beam guardrail or concrete barrier for either single or double direction of travel.	BLON: TL-3 at 6" from the impact face. No offset required. 5 deg. Max Flare rate allowed.

Terminals (MASH)

Note: For the proprietary system the installation manual/drawings must be used. The checklist should be completed after installation. Proper grading in advance of the system and a traversable runout area beyond the beginning of the system should be provided for all terminals. All tangent systems must be installed in a straight line over the length of the system. See General Notes for more information.

NAME	MANUFACTURER		PERFORMANCE CHARACTERISTICS		MASH 2016		ROADSIDE		MEDIAN	DEVICE INFORMATION	LOCATIONS CAN BE USED
			Energy-Absorbing	Non-Energy Absorbing	Test Level (System Length)	System Height	FLARED	TANGENT			
Median **A**ttenuating **T**REND® **T**erminal https://www.valtir.com/product/matt-median-attenuating-trend-terminal/ Eligibility Letter: CC-175; Jan. 30, 2023, TL-3	 **MATT™**	Valtir, LLC	X		TL-3 (34'-4½")	31" +1" -0" tolerance		X	X	29" wide Square Impact Face, alligned with the 10 ga Slotted W-beam panels on both side of the unit. The energy of a vehicle in a head-on impact is absorbed as the MATT system panels translates/telescopes rearward, tearing the tabs between the slots in the system panels from Post 1 to Post 5. The rear three (3) sets of MATT panels feature integrated fins which deform the center of the panels during the impact providing additional energy dissipation. The MATT angle ground strut and MATT anchor cable located between post 1 and 2 act together to provide anchorage to transfer tension from a downstream impact (for redirection). All steel post system, installed at 6'-3" post spacing. Post 1 is a Controlled Release Post (CRP) 2-piece post with a MATT double spacer block and utilizes a MATT soil plate. Post 2 is a SYTP with an MATT double spacer block (to anchor the anchor cable), MATT backing plate and MATT soil plate. Post 3 - 5 are SYTP with 2x MATT single spacer blocks, 2x MATT backing plates and a multidirectional MATT soil plates. Post 6 is a standard post with 2x 8" composite (only) spacer blocks and a multidirectional MATT soil plate. 8" or 12" composite blockouts can be used beyond (after post 6) the MATT system. Transition drawings for connection of the MATT to no block w-beam guardrail systems, 12" block MGS, or G4 (27-3/4"H with splices on the posts) downstream guardrail systems are provided. System can be stained after galvanizing, but powder coating or painting is not allowed.	BLON: at post 3 (12'-6" from post 1) Valtir recommends a 24" minimum clearance to allow the MATT™ panels to translate over each other.
Next Generation Terminal (NGT) https://www.nextgensafety.net/ Eligibility Letter: CC-178; Mar 15, 2024, TL-3	 **Next Generation Terminal (NGT)**	NextGen Safety, LLC	X		TL-3 (37' 6" from the anchor post to Post 10) Non-Gating	31" ±1" tolerance		X		12.5" wide Rectangular Impact Head. The energy of a vehicle in a head-on impact is absorbed as the impact head travels downstream deforming the guardrail and shearing the plug welded posts. Anchorage is provided by the cable connected to the anchor post in front of post 1 and extends through the guide chute of the NGT and is fused/welded to the guardrail at five locations. The first panel is apprx. 24 ft long. All steel post system. Anchor Post is W8x15 and is offset 13.5" towards the traffic side of the system. Posts 1 thru 9 are plug welded post. Post 1 is 1" higher than Posts 2 thru 9 and offset 6" towards the traffic side of the system. The Anchor Post, Posts 1 and 2 are spaced 6'-3" and Posts 3 - 10 are spaced at 3'-1½" . The NGT Anchor Guardrail panel and standard 12'-6" guardrail is spliced at Post 7. No blockout at Post 1. Notched wooden blockouts are used at Post 5 and 3 and standard blockouts at Posts 2, 4, and 6 and thereafter. W-beam are spliced midspan beyond Post 10.	BLON: TL-3 at 7.5" upstream of Post 2. The system can taper parallel with the State allowed taper up to a 25:1 flare rate

Terminals (MASH)

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NAME	MANUFACTURER		PERFORMANCE CHARACTERISTICS		MASH 2016		ROADSIDE		MEDIAN	DEVICE INFORMATION	LOCATIONS CAN BE USED
			Energy-Absorbing	Non-Energy Absorbing	Test Level (System Length)	System Height	FLARED	TANGENT			
SPIG Guardrail End Terminal (SGET) https://spigindustry.com/sget Eligibility Letter: CC-184; July 9, 2025, TL-3	 **SPIG Guardrail End Terminal (SGET)**	SPIG Industry	X		TL-3 (47')	31" +1" -0" tolerance		X		17" wide Rectangular Impact Face with cross-bar and edge reinforcment. The SGET absorbs energy of a vehicle in an head on impact by flattening rail elements as they feed through the impact head. Strut and cable anchorage, between post 1 and 2, act together to transfer tension from a downstream impact (for redirection). The cable is attached to rail by a square tube secured using hooks, reinforcement plate and 6 bolts (no bolts in rear two holes) at on the back of rail. Post #1 is wooden breakaway post inserted into a 6' steel foundation tube with the impact head attached to post 1 with two 3" long GR5 lag bolts. The striker plate and wooden block are installed on the leading side of post 1. Post #2 thru #8 are all 6' steel yielding posts, spaced at 6'-3" with the w-beam guardrail splice are at the post. W-beam guardrail is spliced mid-span, beyond post #8. No blockout at post 1 and 2. No rail attachment to post 1. Post 2 is attached to rail with 1-1/4" splice bolt. Powder coated (post galvanization) or Natina stain may be applied over the galvanized surface.	BLON: TL-3 at post 3. (12'-6" from post 1) No offset required. Flare rate not great than 25:1 is allowed.
4 Foot Flared TREND® Terminal https://www.valtir.com/product/4f-t-flared-end-terminal/ Eligibility Letter: Pending	 **4F-T™**	Valtir, LLC	X		TL-3 (34' 4 ½")	31" +1" -0" tolerance	X			12" wide Rectangular Impact Head, aligned with the traffic side of the 10 ga Slotted W-Beam panel. The energy of a vehicle in a head-on impact is absorbed as the 4F-T system panels translates/telescopes rearward, tearing the tabs between the 4F-T 10 gauge system panels from Post 1 to Post 9. Installed as a 4-foot straight flare between Post 1 and Post 9 (34' 4-1/2" length). The back of HBA Post 1 is offset 4'-11.75" relative to the face of downstream LON W-Beam panels. The 4F-T formed ground strut and 4F-T anchor cable located between post 1 and 2 act together to provide anchorage to transfer tension from a downstream impact (for redirection). All steel post system, installed at 4'-2" post spacing. Post 1 is a HBA 2-piece post with a 4F-T spacer block and utilizes a 4F-T soil plate. Post 2 is a SYTP with an 4F-T anchor spacer (to anchor the anchor cable), 4F-T backing plate and 4F-T soil plate. Post 3 is a SYTP with an 4F-T spacer block, 4F-T backing plate and 4F-T soil plate. Posts 4 to 9 are SYTP with 4F-T spacer blocks and 4F-T backing plate. All spacer blocks (including the anchor spacer block at Post 2) utilized in the 4F-T are specialized and no composite / wood / other blocks may be used within the 4F-T system (through post 9). 8" or 12" composite blockouts can be used beyond (after post 9) the 4F-T system. For a no blockout system a transition must be provided. The 4F-T can be stained after galvanizing, but powder coating or painting is not allowed.	BLON: TL-3 at post 4 (12'-6" from post 1) Offset Post 1 at 4 ft.

Terminals (MASH)

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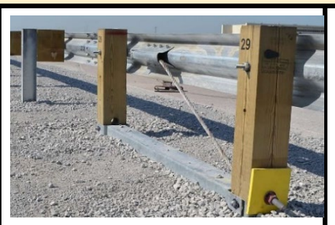
NAME	MANUFACTURER		PERFORMANCE CHARACTERISTICS		MASH 2016		ROADSIDE		MEDIAN	DEVICE INFORMATION	LOCATIONS CAN BE USED
			Energy-Absorbing	Non-Energy Absorbing	Test Level (System Length)	System Height	FLARED	TANGENT			
TL-2 W-Beam Terminal https://highways.dot.gov/federal-lands/safety/tl2-terminals-low-speed-volume-roads.pdf		**Generic**		X	TL-2	31"	X			No impact head. The TL-2 Terminal spanned eight posts, with the first one offset toward the field side 24 in, and posts 2 through 6 gradually positioned closer to the Length-of-Need. A cable attached to the W-beam between posts 1 and 2 and anchored with a bearing plate to the upstream side of post 1 at its base. A pull plate is used at post 1 to facilitate the release of the cable upon impact at post 1. The rail at the terminal tapered downward, beginning at a height of 31 inches at the top of the rail at post 5, and terminating with a final height of 25 inches at post 1. The first three rails on the upstream end of the installation have slots along the two ridges and the valley of the rail in between the connection slots. The rail is not attach to posts 3 and 7. Posts 4-7 have rounded top each and a trapezoidal wood block on the top of the web facing the upstream direction.	BLON: TL-3 at post 5
TRAILING END ANCHOR											
Wood-Post, Trailing-End Anchorage System Report Link https://mwrsf.unl.edu/reportResult.php?reportId=279&search-textbox=TRP-03-279-13		**Generic**		X	TL-3	31"		X		No impact head. The trailing-end anchorage system provides tensile capacity for the barrier impacts within the length of need. During a vehicle impact at post six and beyond, the anchor posts would breakaway and allow for the anchor cable to release. The vehicle can gate behind the system without snagging on the anchor post. The anchorage system consisted of two BCT timber posts set into a 6-in. wide x 8-in. deep x 72-in. long, steel foundation tube. The two 6-ft steel foundation tubes were connected at the ground line with a strut and yoke assembly. One end of a ¾-in diameter 6x19 wire rope was attached on the back side of the W-beam, and the other end passed through the hole at the bottom of end post and was secured through a 8-in. x 8-in. x ⅝-in steel bearing plate. Breakaway anchor posts (post nos. 1 and 2) consist of two 5½-in. wide x 7½-in. deep x 46-in. long, BCT timber posts set into steel foundation tube. W-beam guardrail is spliced mid-span, between posts. No blockout at post 1 and 2. Post 3 and beyond, 12" wood or composite blockouts	BLON: NA
TxDOT 31-in. W-Beam Downstream Anchor Terminal Report Link https://static.tti.tamu.edu/tti.tamu.edu/documents/9-1002-6.pdf	 **Downstream Anchor Terminal (DAT)**	**Generic**		X	TL-3	31"		X		No impact head. The trailing-end anchorage system would release the anchor cable, the anchor posts would breakaway and the vehicle will gate through without snagging on the anchor post in an impact downstream of the length of need of the barrier system. The anchorage system consist of two BCT timber post into a 6-in. × 8-in. × 72-in. foundation tubes. These foundations were spaced 72 in. from center to center. The two foundation tubes were then linked together at ground level using two C3×5 channel sections. A W-beam end section was used to finish the end of the rail, and a standard breakaway anchor cable was used in conjunction with a guardrail anchor bracket. Breakaway anchor posts (post nos. 1 and 2) consist of two 5½-in. wide x 7½-in. deep x 46-in. long, BCT timber posts set into steel foundation tube. W-beam guardrail is spliced mid-span, between posts. No blockout at post 1 and 2. Post 3 and beyond, 8" wood or composite blockouts	BLON: NA

Terminals (MASH)

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NAME	MANUFACTURER		PERFORMANCE CHARACTERISTICS		MASH 2016		ROADSIDE		MEDIAN	DEVICE INFORMATION	LOCATIONS CAN BE USED
			Energy-Absorbing	Non-Energy Absorbing	Test Level (System Length)	System Height	FLARED	TANGENT			
Steel-Post, Trailing-End Anchorage System Report Link https://mwrsf.unl.edu/reportResult.php?reportId=423&search-textbox=trailing	 **Steel-Post, Trailing-End Anchorage System**	**Generic**		X	TL-3 (31'-3")	31"		X		No impact head. The trailing-end anchorage system provides tensile capacity for the barrier impacts within the length of need. During a vehicle impact at post six and beyond, the anchor posts would breakaway and allow for the anchor cable to release. The vehicle can gate behind the system without snagging on the anchor post. The steel-post, trailing-end anchorage system utilizes breakaway anchor posts consisting of a W6x8.5 top portion and a 6-in. x 8-in. x 3/16-in. steel foundation tube. The top portion of the post incorporated a slot through the base plate and the web so that the anchor cable could pass through the post and be supported by the downstream face of the post and foundation tube. The anchor cable assembly consisted of anchor bearing plate, anchor bracket mounted on rail, end plate, and steel cable. Breakaway anchor posts (post nos. 1 and 2) consist of a W6x8.5 top portion and a 6-in. x 8-in. x 3/16-in. steel foundation tube. W-beam guardrail is spliced mid-span, between posts. No blockout at post 1 and 2. Post 3 and beyond, 12" wood or composite blockouts	BLON: NA