This graphic shows both currently approved and older systems. It is intended to help identify the various terminals that have been used over the years, and is not intended to identify those terminals that are currently approved.

Common Energy Absorbing Guardrail Terminals

**ET** Trinity Highway Products, LLC.
**ET-2000**
Installed by WSDOT until superseded by ET-Plus in 2000.

**ET-Plus / ET-31**

**SKT** Road Systems, Inc.

**Softstop** Trinity Highway Products, LLC.

**MSKT** Road Systems, Inc.
The MSKT is an updated version of the SKT that is MASH compliant.

**FLEAT** Road Systems, Inc.
A strut at each end – unique to FLEAT
Extruder discharge is towards the roadway – unique to FLEAT
This square bar is unique to FLEAT

Unique head design
Solid on traffic side where other models are open

Flare (may not always be obvious)
This graphic shows both currently approved and older systems. It is intended to help identify the various terminals that have been used over the years, and is not intended to identify those terminals that are currently approved.

**Common Non-Energy Absorbing Guardrail Terminals**

- **SRT** Slotted Rail Terminal | Trinity Highway Products, LLC.
  - Slots – unique to SRT

- **ELT** Eccentric Loader Terminal (Nonproprietary)
  - Block-out 2nd post

- **BCT** Breakaway Cable Terminal
  - No block-out 2nd post

- **MELT** Modified Eccentric Loader Terminal (Nonproprietary)
  - Diaphragm insert – unique to MELT
  - Block-out 2nd post
  - Diaphragm bolts – unique to MELT

- **Buried-In-Backslope** (Nonproprietary)

- **FLARED**
  - Diaphragm insert
  - Diaphragm bolts

**Notes:**
- The ELT was only approved under NCHRP 350.
- Prior to implementation of NCHRP 350, MELT was a commonly used end treatment. It was only approved under 350 for TL-2 (speeds 45 mph or less) applications.
These notes are intended primarily for WSDOT Maintenance Staff

The manufacturer has stopped manufacturing the SKT head assembly, and is now only manufacturing the MSKT head assembly. The SKT and MSKT head assemblies are interchangeable. HOWEVER, just putting an MSKT head on an existing SKT terminal assembly does not make it a MASH compliant terminal. There are some other modifications necessary to make the terminal installation MASH compliant.

If you have further questions, see the Manufacturer’s installation manual at: Roadsystems.com

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### Interchangeability between “Wood Post” MASH MSKT & NCHRP 350 SKT-W-MGS

The following components are exactly the same for the **Wood Post MASH MSKT** and the **Wood Post NCHRP 350 SKT-W-MGS**:

- All W-Beam rail sections.
- CRT posts #3 and beyond.
- Cable anchor bracket and shoulder bolts.
- Cable assembly.
- Bearing plate.

- The MASH MSKT Impact Head may be used for new NCHRP 350 terminals or repairs of existing systems (any wood or steel post design option). Note this does not convert the NCHRP 350 SKT to a MASH terminal.

- The existing Wood Posts 1 & 2, Foundation Tubes, and Ground Strut must be replaced with MSKT upper and lower Steel Posts 1 & 2 and the new Ground Strut. See below.

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### Interchangeability between MASH MSKT and NCHRP 350 SKT-SP

The following components are exactly the same for the **MASH MSKT** and **NCHRP 350 SKT-SP**:

- All W-Beam rail sections.
- Post #2 upper.
- Posts #3 and beyond.
- Cable anchor bracket and shoulder bolts.
- Cable assembly.
- Bearing plate.
- All hardware, no new hardware for MSKT.

- The MASH MSKT Impact Head may be used for new NCHRP 350 terminals or repairs of existing systems (any steel or wood post design option). Note this does not convert the NCHRP 350 SKT to a MASH terminal.

- The MSKT uses a ground strut and requires another ¾” bolt. See below.
- The MSKT upper post #1 has a spacer angle welded to the post. See below.
- The MSKT lower post #1 has longer side plates for the strut. See below.
- The MSKT lower post #2 is longer, but has been used in other SKT steel post systems.

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See Detail Above
Identifying BCT’s – Distinguishing Characteristics

At first glance, a BCT may not look very different from a Type 1 anchor. This is because the BCT INCLUDES a Type 1 anchor. The most distinguishing characteristic of the BCT is the parabolic flare (as shown below).

Parabolic shape is one key characteristic. However, there was a period of time when BCT’s were installed without the parabola.

Note that a Type 1 anchor is part of a BCT.

If constructed correctly, a BCT will not have rail washers on posts 2 through 8.