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  - Installed by WSDOT until superseded by ET-Plus in ≈ 2000.
  - Unique head design
  - Flanged only on the sides – unique to ET-Plus
  - One strut – unique to ET’s

**ET-Plus / ET-31**

  - Rectangular – like FLEAT
  - Flanges only on the sides – unique to ET-Plus
  - One strut – unique to ET’s

**SKT** Road Systems, Inc.

- Longer than the other terminals
  - Prominent septum – unique to SKT
  - Strut in the middle – unique to SKT
  - Square – like ET-2000

**MSKT** Road Systems, Inc.

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

**Softstop** Trinity Highway Products, LLC.

- Unique head design

**FLEAT** Road Systems, Inc.

- This square bar is unique to FLEAT
- A strut at each end – unique to FLEAT
- Extruder discharge is towards the roadway – unique to FLEAT
- Somewhat Rectangular – like ET-Plus but flanged on all four edges – like SKT & ET-2000

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Image from Trinity Highway Products, LLC website.

The MSKT is an updated version of the SKT that is MASH compliant

Traffic Side

Traffic Side

Traffic Side

Traffic Side
Common Non-Energy Absorbing Guardrail Terminals

**SRT**  Slotted Rail Terminal  Trinity Highway Products, LLC.

**BCT**  Breakaway Cable Terminal

**ELT**  Eccentric Loader Terminal (Nonproprietary)

**MELT**  Modified Eccentric Loader Terminal (Nonproprietary)

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

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.

Slots – unique to SRT

No block-out 2nd post

Block-out 2nd post

Diaphragm insert – unique to MELT

Diaphragm bolts – unique to MELT

Same design as the ELT except for the nose design. Prior to implementation of NCHRP 350, this was a commonly used end treatment. It was only approved under 350 for TL-2 (speeds 45 mph or less) applications.
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.

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.

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

<table>
<thead>
<tr>
<th>POST NO.</th>
<th>(7)</th>
<th>(6)</th>
<th>(5)</th>
<th>(4)</th>
<th>(3)</th>
<th>(2)</th>
<th>(1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFFSET DISTANCE</td>
<td>0.00'</td>
<td>0.11'</td>
<td>0.44'</td>
<td>1.00'</td>
<td>1.78'</td>
<td>2.78'</td>
<td>4.00'</td>
</tr>
</tbody>
</table>

37'-6'' Parabola (See Note 3)

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

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

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

Controlled Releasing Terminal (CRT) Post
Hole in Post located at ground surface
Wire Rope

Beam Guardrail Type 1 Anchor