Approach Terminal Identification Guide

- MELT Pg. 2 & 3
- CAT350 Pg. 4 & 5
- ET 2000 Pg. 6 & 7
- ET Plus Pg. 6 & 7
- SKT Pg. 8 & 9
- FLEAT Pg. 8 & 10
- SoftStop Pg. 11
- SRT Pg. 12
- X-Lite Pg. 13
- X-Tension Pg. 14
Approach Terminal (End Anchorage Assembly)

Modified Eccentric Loader Terminal (MELT) – Non-Proprietary

Prominent Features:

• 27” Guardrail Only
• Flared Installation
• Diaphragm Plate
• Full Return Buffered End Section
• C-Channel Strut
• Offset Block at 2nd Post
• 6 - CRT Posts
Modified Eccentric Loader Terminal (MELT)

A. Flared Installation
B. Diaphragm Plate
C. Full Return Buffered End Section
D. Offset Block at 2\textsuperscript{nd} Post
E. 6 – Wood CRT Posts

(Steel Post not used by FDOT)
Approach Terminal (End Anchorage Assembly)
Crash Attenuating Terminal
(CAT 350) – Proprietary

Prominent Features:
- 27” Guardrail Only
- Parallel Installation
- Double Faced Guardrail
- 6 – Steel Tube Foundations
- 2 – Anchorage Cables
Crash Cushion Attenuating Terminal (CAT 350)

A. Double Faced Guardrail
B. Special Length Smooth Nose Plate
C. 6 – Steel Tube Foundations
D. 2 – Anchorage Cable Locations
Approach Terminal (End Anchorage Assembly)

Energy Absorbing Terminals

ET-2000 and ET-Plus – Proprietary

Trinity Highway Products, LLC.

Prominent Features:

• 27” Guardrail Only
• Extruding Rail Design
• Parallel Treatment
• Single Strut on Extrusion Head
• ET-2000
  • Square Head
  • C-Channel Post Strut
• ET-Plus
  • Rectangular Head
  • Flanges on Sides of Head Only
  • Angle Strut
Approach Terminal (End Anchorage Assembly)
ET-2000 and ET-Plus – Proprietary
Trinity Highway Products, LLC.

ET-2000 Unique Features:
A. Square Head
B. C-Channel Post Strut
C. Single Strut on Extrusion Head

ET-Plus Unique Features:
a. Rectangular Head
b. Flanges on Sides of Head Only
c. Single Angle Strut
d. Single Strut on Extrusion Head
Approach Terminal (End Anchorage Assembly)

**Energy Absorbing Terminals**

SKT & FLEAT – Proprietary

Road Systems, Inc.

Unique Features:

- 27” & 31” Guardrail
- Extruding Rail Design
- Steel and Wood Post Options
- SKT (Sequential Kinking Terminal)
  - Parallel Treatment
  - Square Head
  - Rail Extrudes Away From Traffic Lanes
- FLEAT (Flared Energy Absorbing Terminal)
  - Flared Treatment
  - Somewhat Rectangular Head
  - Rail Extrudes Towards Traffic Lanes
Approach Terminal (End Anchorage Assembly)

SKT (Sequential Kinking Terminal)

Road Systems, Inc.

Unique Features:
A. Parallel Treatment
B. Square Head
C. Rail Extrudes Away From Traffic Lanes
D. Secondary Struts in Head Unit
Approach Terminal (End Anchorage Assembly)

**FLEAT (FLared Energy Absorbing Terminal)**

Road Systems, Inc.

Unique Features:

a. Flared Treatment
b. Somewhat Rectangular Head
c. Rail Extrudes Towards Traffic Lanes
d. Square Tube On Top Of Head
e. Duel Struts on Head Unit
Approach Terminal (End Anchorage Assembly)

**Energy Absorbing Terminals**

SoftStop – Proprietary

Trinity Highway Products, LLC.

- 31” Guardrail Only
- Parallel Installations
- Steel Posts Only

Unique Feature:

A. **Tension Extrusion Head**
   Chute Design
B. Forward Anchorage
Approach Terminal (End Anchorage Assembly)

Slotted Rail Terminal (SRT) – Proprietary

Trinity Highway Products, LLC.

• 27” & 31” Guardrail
• Flared Installations
• Wood & Steel Post Options

Unique Feature:
• Slotted Rail

Steel Posts

Wood Posts

Slotted Rail
Approach Terminal (End Anchorage Assembly)

X-Lite – Proprietary

Lindsay Transportation Solutions/Barrier Systems

- 27” & 31” Guardrail
- Flared & Parallel Installations
- Steel Post Only

Unique Feature:

A. Direct Mounted Head
B. Tension Rods (in lieu of Strut)
C. Slider Bracket
Approach Terminal (End Anchorage Assembly)

X-Tension – Proprietary

Lindsay Transportation Solutions/Barrier Systems

- 27” & 31” Guardrail
- Flared & Parallel Installations
- Steel & Wood Posts

Unique Feature:

A. Direct Mounted Head
B. Forward Anchorage
C. Slider Bracket
D. Duel Tension Cables

X-Tension