



U.S. Department of Transportation  
Federal Highway Administration

FROM: Richard Powers

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One of the acceptable design options for the SKT-350 and ET-2000 w-beam guardrail terminals has been the use of full-length CRT posts or shorter breakaway posts set in steel tubes with attached soil plates for posts downstream from the anchor posts (posts 1 and 2). Some installers have reported difficulty in driving the steel tubes with soil plates.

Representatives of Road Systems, Inc. and Syro-Trinity have stated that they see no significant performance degradation resulting from the elimination of the soil plates from the tubes used for posts 3 and higher in either the SKT-350 or the ET-2000. I concur with their analysis. Please note that this design modification is optional and is applicable only to the two proprietary terminals named above. It does not apply to posts 1 and 2, where the soil plates remain necessary to ensure containment and vehicular redirection for impacts at post 3 and beyond.

If this change is adopted, field performance of the modified design should be monitored to ensure the terminals continue to work as intended.