1. The guardrail end anchorage assembly represented on these drawings is a proprietary design by Road Systems, Inc. and marketed under the name SKT. Any infringement on the rights of the design shall be the sole responsibility of the user.

2. These drawings are sufficient for plan details of the SKT when installed in connection with shoulder guardrail and precludes the requirement for shop drawing submittals unless the plans call for such submittals. The SKT shall be assembled in accordance with the manufacturer's detailed drawings, procedures, and specifications.

3. The SKT is available in steel or timber post configurations.

   The steel post components are:
   - Post #1 lower is W6" x 15# with welded soil plate
   - Post #1 upper is 6" x 6" x 1/8" tube and is bolted to post #1 lower with 5/8" bolt
   - Post 2 lower is W6" x 9#
   - Post 2 upper is W6" x 9# and is bolted to post #2 lower with ¾" bolt
   - Posts #3 and beyond are W6" x 9# x 6'-0" guardrail posts

   The wood post components are:
   - Post #1 and #2 lowers are 6' long 6" x 8" x 1/8" foundation tubes
   - Post #1 and #2 uppers are 6" x 8" BCT wood posts
   - Posts #1 and #2 are connected with a ground strut and 5/8" bolts
   - Posts #3 and beyond are 6'-0" long CRT wood posts

4. The SKT is intended for use as an approach terminal for shoulder guardrail applications. The beginning length of need point is located at Post 3 (see Sheets 2 and 4).

5. The SKT shall be installed as a parallel approach terminal.

6. The SKT can only be used with single-faced guardrail.

7. For details of shoulder grading around end treatments, miscellaneous asphalt pavement and pay limits, see Index 400.

8. The SKT shall be paid for under the contract unit price of Guardrail, approach terminal (Parallel), per EA.

9. Site Conditions: The steel post system is not permitted adjacent to sidewalks. A site evaluation should be considered if there is less than 25' beyond the back side of the terminal and any adjacent driving lane.