FOR REPLACEMENT OF EXISTING W6 x 18 GUARDRAIL POSTS ON APPROACH SLABS AND BRIDGES

Adhesive busted hole required when morting the base guardrail.

FOR CONSTRUCTION OF GUARDRAIL WHERE OVULERT, PIER FOOTING OR OTHER STRUCTURE PRECEDES DRIVEN POST INSTALLATION

NOTES:
1. See Index No. 428 for annular-steel plates required for construction and repair of guardrail headwalls in bridges. See Structure Index No. 4 for details. Steel plates required for non-driven traffic barrier tangential on existing bridges.
2. ADHESIVE BONDED ANCHOR FOR STRUCTURAL APPLICATIONS shall comply with Section 357 and be installed in accordance with Section 46. Drilled hole diameter shall be in accordance with the manufacturer's instructions.
3. Anchor bolts, wedge anchors and other devices shall be drilled and installed in accordance with the manufacturer's instructions. Drilled hole diameter shall be in accordance with the manufacturer's instructions.
4. For use in Combination With Steel Tube

W6 x 8.5 OR W6 x 9 STEEL GUARDRAIL POSTS

STANDARD TIMBER AND STEEL GUARDRAIL POSTS

STATEMENT OF FLORIDA DEPARTMENT OF TRANSPORTATION

GUARDRAIL POSTS
Notes:
1. Load lines shown for special posts mounted on inside are to be used as guidelines for positioning the posts and for estimating the number of required posts.
2. Special posts and their anchorage are to be designed in accordance with Special Guardrail Post Sheet 2b and will be priced per unit for special guardrail post, EA.

3. Variations shown for the load lines of special posts mounted on inside are application from standard post spacing 16'-3" on center, clearance of attendent posts from inside 4'-14" min. The number of special posts and their anchorage are to be determined by reducing post spacing and adjusting the length of nail plate(s).
4. Tapered guardrail posts shall conform to standards of grade A and steel posts, and be priced per the contract unit price for special guardrail post, EA. Payment shall include cost of foam wrap and concrete encasement.

STANDARD POST LOCATIONS ON CURB INLETS

CURB INLET TYPE 1

CURB INLET TYPE 2

CURB INLET TYPE 3

CURB INLET TYPE 4

CURB INLET TYPE 5

CURB INLET TYPE 6

LEGEND

<table>
<thead>
<tr>
<th>Special Guardrail Post (EA) On Adjacent Standard Post (EA)</th>
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<tbody>
<tr>
<td>Expanded Load Line By Using Double Offset Brackets On Adjacent Standard Post (EA)</td>
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</tbody>
</table>

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
GUARDRAIL

SPECIAL POST LOCATIONS ON CURB INLETS

ENCASED GUARDRAIL POST

PLAN (ROUND OPTION)

PLAN (SQUARE OPTION)

SECTION
CONCRETE ANCHOR BLOCK OPTION

CABLE ANCHOR OPTION

END ANCHORAGE ASSEMBLY TYPE II

TOP VIEW - DOUBLE FACE

TOP VIEW - SINGLE FACE

CONCRETE ANCHOR BLOCK OPTION

TYPE II NOTES

1. Unless specified in the plans, the contractor must supply either the cable anchor or the concrete anchor block option.

2. Two Types I and II anchorage assemblies are approved for all agencies and are intended for use as:
   (a) Trailing end anchorage for single face free standing guardrail assemblies;
   (b) approach and overpass for single face free standing guardrail assemblies when and whenever located outside of the clear zone.
   (c) both approach and trailing end of double face guardrail assemblies.

3. These anchorage assembly shall be used for the guardrail under permit. They shall be used for guardrail under permit.
MODIFIED ECCENTRIC LOADER TERMINAL NOTES

1. The MELT is adaptable for design speeds up to 45 mph. The MELT is intended for use as an approach and guardrail anchor. The shoulder guardrail is aligned to the right of the normal guardrail alignment with an effective length of 10 feet. This eliminates the need to set three standard M-24 36-inch guardrail soils on each side of the MELT and incorporates into a whole system.

2. This attended drawing is prepared by the Florida Department of Transportation for use by the Department and its contractors. This attended drawing provides the general geometric and information necessary to identify the component parts of the MELT for incorporation into a whole system.

3. This attended drawing is sufficient for use on the MELT unless otherwise specified. The MELT shall incorporate at least one attachment system. In the absence of a specific location, the MELT shall be specified for installation in accordance with the above requirements. This applies to both the attachment system and the guardrail post, slab, and other specifications.

4. The end two pads must be short guardrail pads with guardrail tensioning below and upper guardrail post No. 3 thru 6 must be CRT guardrail pad and post No. 7 must be an attendent pad.

5. The MELT cannot be used in areas where horizontal clearance requires the use of a guardrail.

6. See the General Notes for general requirements of materials and construction.

7. If the plane pad for the MELT at a specific location, all materials used with other attendent assemblies shall be placed under the control of the Engineer. The plane pad for any attendant assembly specified for a specific location, the contractor shall have the option to construct any pads and attendent assemblies that meet the specifications for that location. Where a plane pad or attendent assembly is not specified for the plane pad, any approved attendent plan will not be specified for VESC consideration.

8. The MELT shall be held for under the contract unit price for Guardrail, End Anchorage Assembly (Pattern), and shall be full responsibility for furnishing and handling all components in accordance with the plans, the contract, the test drawings, specifications, and this unit.

END ANCHORAGE ASSEMBLY TYPE MELT

SHALLOW ANGLE

STEEL STRUT AND YOKE ASSEMBLY

DIAPHRAGM PLATE (2 Req'd.)
CONTROLD RELEASE RETURN FOR SIDE ROAD AND DRIVEWAY ACCESS
BEST NOTES

1. The guardrail and endframe appurtenances represented on this standard drawing is a proprietary design by Interwittos Steel Corporation and subject to the Trade name BEST. Any infringement on the rights of the designer will be the sole responsibility of the user.

2. This standard drawing is produced by the Florida Department of Transportation for use by the Department and its subagencies. This standard drawing provides general guidelines and information necessary to field identify the components of BEST and their incorporation into a whole system.

3. This standard drawing is intended for use in connection with the shoulder guardrail and provides the requirement for stop drawing additional unless the plans otherwise call for such additions. The BEST shall be performed in accordance with the manufacturer’s detailed drawings, procedures, and specifications.

4. The BEST is intended for use as an approach end guardrail in shoulder guardrail located within the travel zone. The effective length of the BEST is 30' including a 2.50"x6.00"x10.00" pipe plus one 25.00"x6.00"x10.00" pipe of any other standard guardrail, guardrailprarallel or other special treatment. The intersection of the BEST and an extension of the normal guardrail alignment, except where determined by design criteria. The BEST shall be located between the ends of the BEST at a rate of 1:5.

5. The BEST can be not used in medians where horizontal clearance requires the use of a breakrail.

6. For guardrail intersect no. 1 or 2 must be timber breakaway sheave with standard length steel foundation tube without nut plates. The sheave post location Nos. 3, 4, 5, 6, and 7 shall be CRF timber pade.

7. The general notes are for general requirements of metallic components.

8. If the plane of the joist and for the algorithm, the endframe shall be able to accept any additional installation of the joist and/or endframe assembly. Where a flared and endframe is not followed in the plane, any approved additional shall be performed without any additional end frame will be eligible by the Department.

9. The BEST shall be performed in accordance with the Florida Department of Transportation standard drawings, procedures, and specifications and this note.

DESIGN NOTES

1. A special requirement should be considered prior to using the BEST where there is a load zone that would impact on the specification lines (both sides) of the BEST.

2. The BEST is suitable for any design speed.