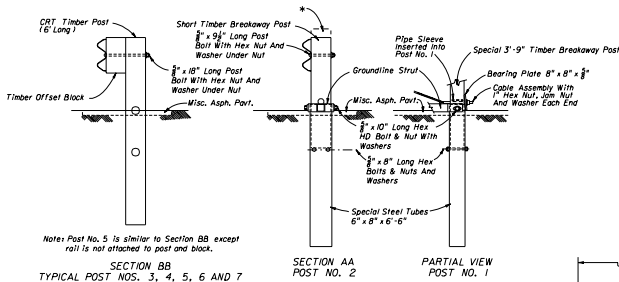


Do Not Attach Rail To Block At Post No. 5 And Rail To Post At Post No. 1.  
ELEVATION

\* Extended Height When Furnished In Suppliers Assembly (13'-9" Long)



Note: Post No. 5 is similar to Section BB except rail is not attached to post and block.

SECTION BB

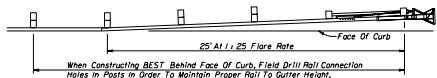
SECTION AA

PARTIAL VIEW

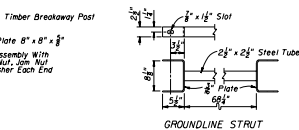
TYPICAL POST NOS. 3, 4, 5, 6 AND 7

POST NO. 2

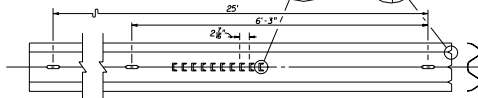
POST NO. 1



PLACEMENT AT CURBED LOCATIONS



GROUNDLINE STRUT



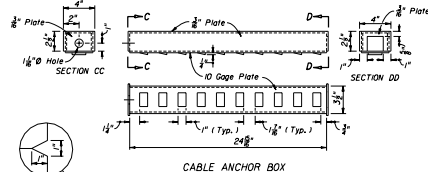
SPECIAL 25' APPROACH RAIL

### 'BEST' NOTES

- The guardrail end anchorage system represented on this standard drawing is a proprietary design by Interstate Steel Corporation and marketed under the trade name BEST. Any infringement on the rights of the designer shall be the sole responsibility of the user.
- This standard drawing is produced by the Florida Department of Transportation solely for the use by the Department and its assignees. This standard drawing provides the general graphics and information necessary to field identify component parts of the BEST and their incorporation into a whole system.
- This standard drawing is sufficient for plan details for the BEST when installed in connection with shoulder guardrail and precludes the requirement for shop drawing submittals unless the plans otherwise call for such submittals. The BEST shall be assembled in accordance with the manufacturer's detailed drawings, procedures and specifications.
- The BEST is intended for use as an approach end guardrail anchorage for shoulder guardrail located parallel to travel or auxiliary lanes. The effective length of the BEST is 37'-5" including a 25' special W-Beam panel plus one 12.5' standard W-Beam panel outside of any other standard guardrail, guardrail transitions or other special treatments. The alignment of the BEST is an extension of the normal guardrail alignment, except when constructed with curb the alignment of the BEST will be flared over the first 25' at a rate of 1:25.
- The BEST can not be used in medians where horizontal clearance requires the use of a backroll.
- Posts at location Nos. 1 and 2 must be timber breakaway posts with special length steel foundation tubes without soil plates. The posts at location Nos. 3, 4, 5, 6 and 7 shall be CRT timber posts.
- See the General Notes for galvanizing requirements of metallic components.
- If the plans call for the 'BEST' of a specific location, substitutions with other end anchorage assemblies will not be permitted unless approved by the Engineer. If the plans call for end anchorage assembly 'parallel' at a specific location, the contractor has the option to construct any DOT approved parallel assembly. Where a flared end anchorage is called for in the plans, any approved substitution with a parallel end anchor will not be eligible for VECP consideration.
- The BEST shall be paid for under the contract unit price for Guardrail, End Anchorage Assembly (Parallel), EA and shall be full compensation for furnishing and installing all components in accordance with the plans; the manufacturer's detail drawings, procedures and specifications and this index.

### DESIGN NOTES

- A special site evaluation should be considered prior to using the BEST where there is less than 25' clear area on the extrusion side (back side) of the BEST.
- The BEST is suitable for all design speeds.



CABLE ANCHOR BOX

## END ANCHORAGE ASSEMBLY TYPE BEST

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
ROAD DESIGN

### GUARDRAIL

DESIGNED BY	DATE	APPROVED BY	DATE
WFL	8/95	[Signature]	8/95
DRAWN BY	WFL	CHECKED BY	WFL
CHECKED BY	JAG	DATE	00

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