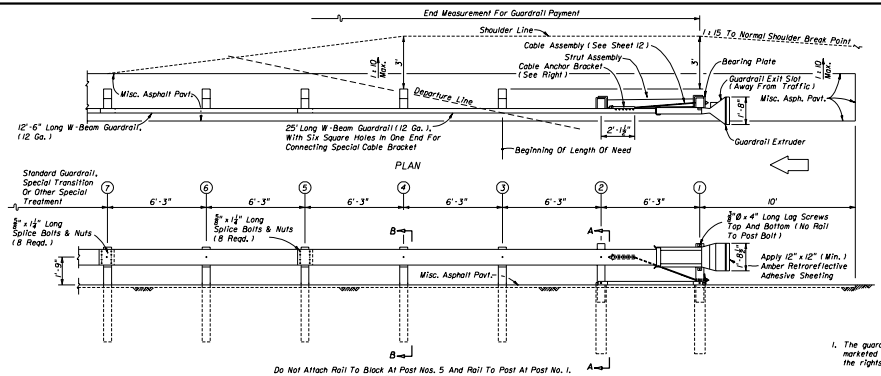
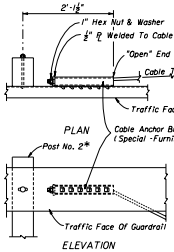
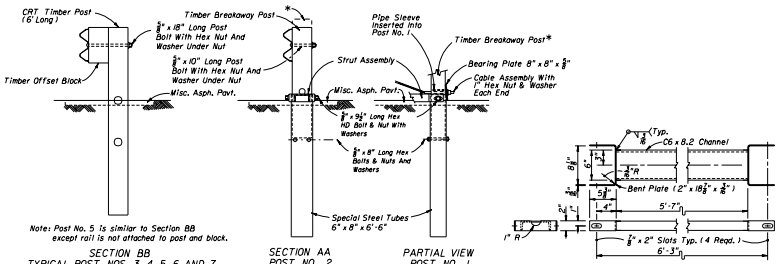


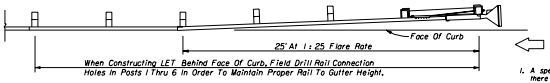




CABLE ANCHOR BRACKET INSTALLATION










## LET NOTES

1. The guardrail end anchorage system represented on this standard drawing is a proprietary design by Syro, Inc. and marketed under the trade name ET-2000 LET hereafter refered to and identified as LET. Any infringement on the rights of the designer shall be the sole responsibility of the user.
2. This standard drawing is produced by the Florida Department Of Transportation solely for use by the Department and its assignees. This standard drawing provides the general graphics and information necessary to field identify component parts of the LET and their incorporation into a whole system.
3. This standard drawing is sufficient for plan details for the LET when installed in connection with shoulder guardrail and precludes the requirement for shop drawing submittals unless the plans otherwise call for such submittals. The LET shall be assembled in accordance with the manufacturer's detailed drawings, procedures and specifications.
4. The LET 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 LET is 37.5' including one 25' special W-Beam panel and one 12.5' standard W-Beam panel. The effective length is outside of any other standard guardrail, guardrail transitions or other special treatments. The LET alignment is an extension of the normal guardrail alignment, except when constructed with curb the alignment of the LET will be flared over the first 25' at a rate of 1:25.
5. The LET can not be used in medians where horizontal clearance requires the use of a backrail.
6. Posts at location Nos. 1 and 2 must be timber breakaway posts with special length steel foundation tubes without soil plates. Posts at location Nos. 3, 4, 5, 6 and 7 must be CRT timber posts.
7. See the General Notes for galvanizing requirements of metallic component.
8. If the plans call for the 'LET' at 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 FDOT 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.
9. The LET 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 manufacturers detailed drawings, procedures and specifications and this index.

## DESIGN NOTES

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

# END ANCHORAGE ASSEMBLY TYPE LET

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

## GUARDRAIL

| | Names | Dates | Approved By |
|---|---|---|---|
| Designed By | STAFF | 10/97 | |
| Drawn By | HKH | 10/97 | State Roadway Design Engineer |
| Checked By | JAG | 10/97 | |

| District | Sheet No. | Index No. |
|---|---|---|
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