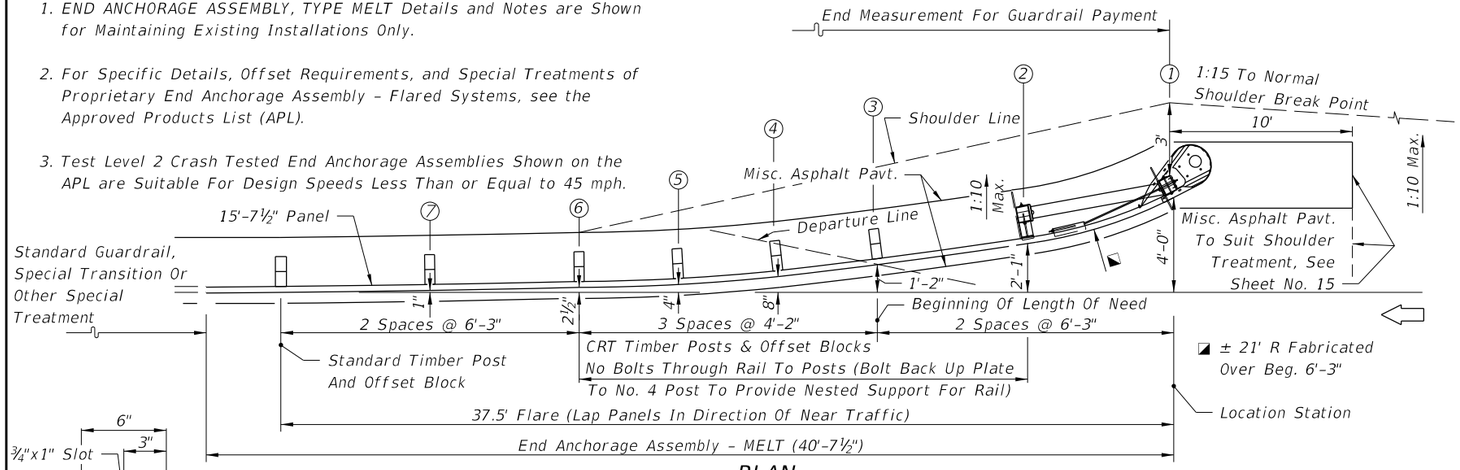
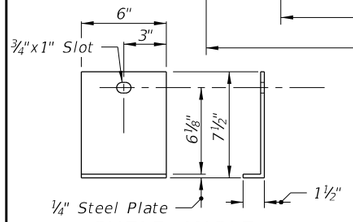
Notes

1. END ANCHORAGE ASSEMBLY, TYPE MELT Details and Notes are Shown for Maintaining Existing Installations Only.
2. For Specific Details, Offset Requirements, and Special Treatments of Proprietary End Anchorage Assembly – Flared Systems, see the Approved Products List (APL).
3. Test Level 2 Crash Tested End Anchorage Assemblies Shown on the APL are Suitable For Design Speeds Less Than or Equal to 45 mph.

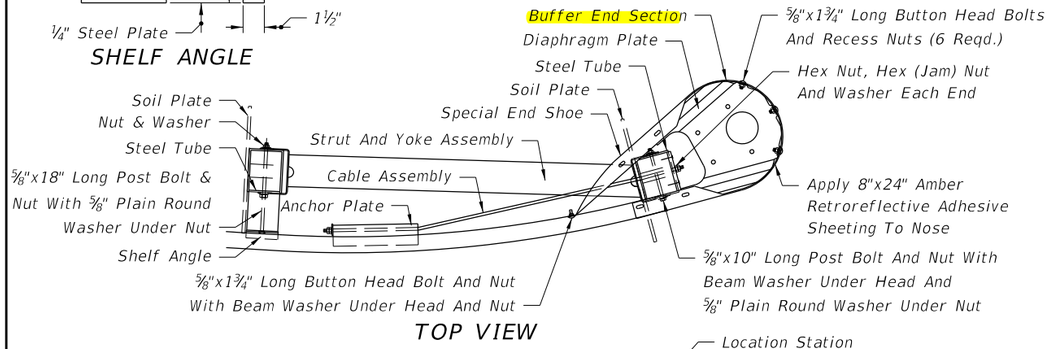


PLAN

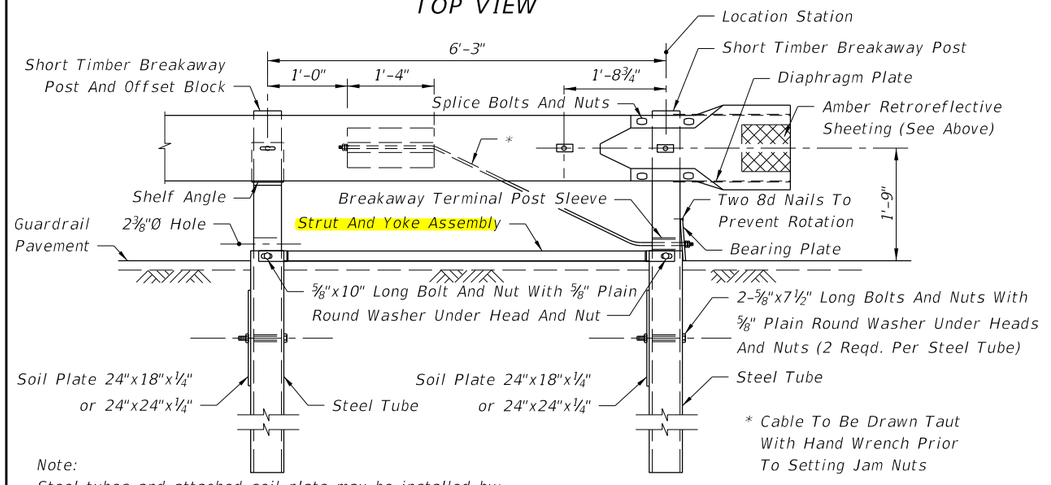
MODIFIED ECCENTRIC LOADER TERMINAL (MELT)



SHELF ANGLE



TOP VIEW



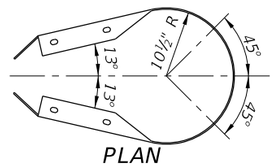
Note:
Steel tubes and attached soil plate may be installed by:
1. Excavating, backfilling and compacting to provide full passive soil resistance to all surfaces of the tube
2. Driving steel tube and soil plate as a unit with a dummy timber post to prevent damage to breakaway p

FRONT VIEW

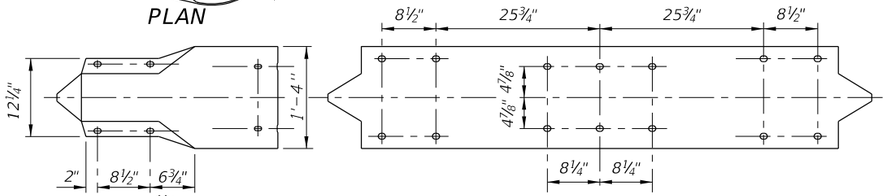
END ANCHORAGE ASSEMBLY TYPE MELT

MODIFIED ECCENTRIC LOADER TERMINAL NOTES

1. The MELT is applicable for design speeds up to 45 mph. The MELT is intended for use as an approach end guardrail anchorage for shoulder guardrail. Its alignment is a flare from the normal guardrail alignment with a flare length of 37.5' including three standard W-beam panel outside of any standard guardrail, guardrail transitions or other special treatments.
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 MELT and their incorporation into a whole system.
3. This standard drawing is sufficient for plan details for the MELT when installed in connection with shoulder guardrail and precludes the requirement for shop drawing submittals unless the plans otherwise call for such submittals. The MELT shall be assembled in accordance with the distributor's detailed drawings, procedures and specifications.
4. The first two post must be short timber breakaway posts with steel foundation tubes and soil plates, post Nos. 3 thru 6 must be CRT timber posts and post No. 7 must be a standard timber post.
5. The MELT can not be used in medians where horizontal clearance requires the use of a backrail.
6. See the General Notes for galvanizing requirements of metallic components.
7. If the plans call for the MELT 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 'flared' at a specific location, the contractor has the option to construct any FDOT approved flared assembly that meet the applications for that location. Where a flared end anchorage is called for in the plans, any approved substitution with a parallel end anchorage will not be eligible for CSIP consideration.
8. The MELT shall be paid for under the contract unit price for Guardrail, End Anchorage Assembly (Flared), EA and shall be full compensation for furnishing and installing all components in accordance with the plans; the distributor's detailed drawings, procedures and specifications and this Index.

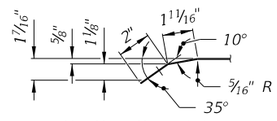


PLAN



ELEVATION

FLAT PLATE LAYOUT

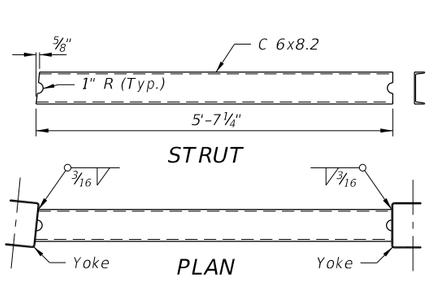


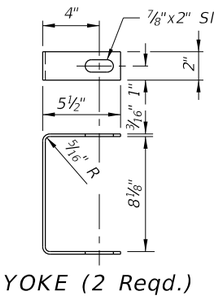
SECTION AA

All Slots Shall Be 29⁄32"x1⅛"

BUFFERED END SECTION

SECTION BB

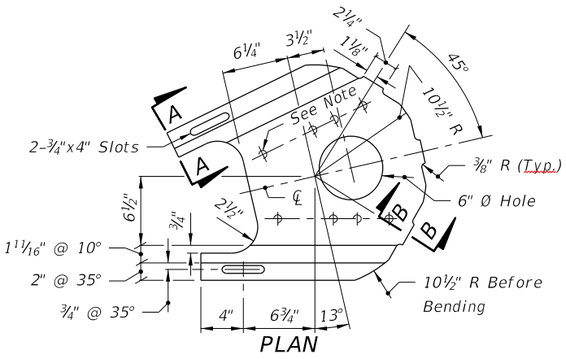




YOKE (2 Reqd.)

Note: Assembly installed with channel turned down for right side guardrail and turned up for left side guardrail.

STEEL STRUT AND YOKE ASSEMBLY



PLAN

"MELT" - (Replaced Type IV)(1995)
Note: Curved End Layout & Buffer End Section, Struts Near Ground

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12/3/2015

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2016-17 DESIGN STANDARDS	GUARDRAIL	INDEX NO.	SHEET NO.
07/01/15						400	24 of 26