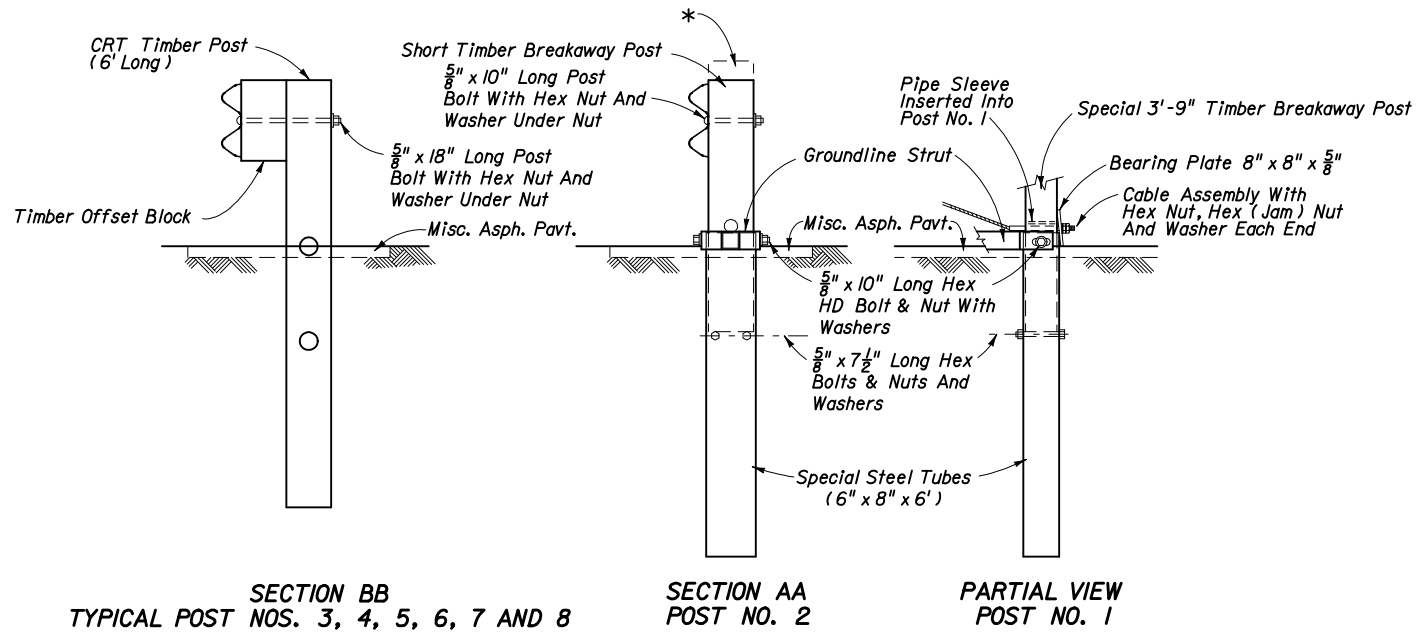
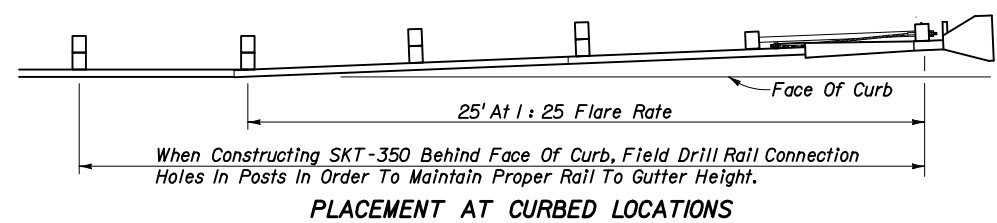


\* Extended Height When Furnished In Suppliers Assembly (3'-9" Long)



**'SKT-350' NOTES**

1. The guardrail end anchorage system represented on this drawing is a proprietary design by Road Systems, Inc. and marketed under the trade name SKT-350. Any infringement on the rights of the designer shall be the sole responsibility of the user.
2. This drawing is produced by the Florida Department Of Transportation solely for the use by the Department and its assignees. This drawing provides the general graphics and information necessary to field identify component parts of the SKT-350 and their incorporation into a whole system.
3. This drawing is sufficient for plan details for the SKT-350 when installed in connection with shoulder guardrail and precludes the requirement for shop drawing submittals unless the plans otherwise call for such submittals. The SKT-350 shall be assembled in accordance with the manufacturer's detailed drawings, procedures and specifications.
4. The SKT-350 is intended for use as an approach end guardrail anchorage for shoulder guardrail located parallel to traffic lanes. The effective length of the SKT-350 is 50'. The alignment of the SKT-350 is an extension of the normal guardrail alignment, except when constructed with curb the alignment of the SKT-350 will be flared over the first 25' at a rate of 1:25.
5. The SKT-350 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. The posts at location Nos. 3, 4, 5, 6, 7 and 8 shall be CRT timber posts.
7. For galvanizing requirements of metallic components see Standard Specification Section 967.
8. If the plans call for the 'SKT-350' at a specific location, substitution 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 SKT-350 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 drawing.



- DESIGN NOTES**
1. A special site evaluation should be considered prior to using the SKT-350 where there is less than 25' clear area on the extrusion side (back side) of the SKT-350.
  2. The SKT-350 is suitable for all design speeds.

FDOT APPROVED DRAWING	
<b>SKT-350</b>	
Sheet No.	1 of 1
QPL No. S536-0207	