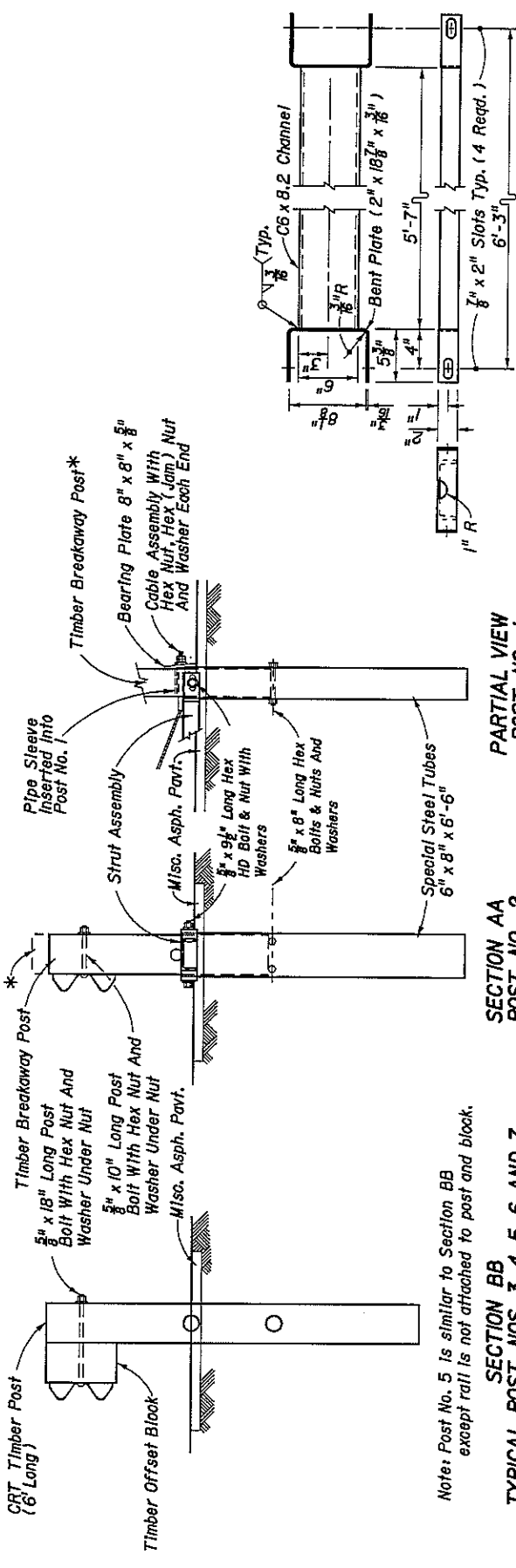


Do Not Attach Rail To Block At Post Nos. 5 And Rail To Post At Post No. 1.



STRUT ASSEMBLY

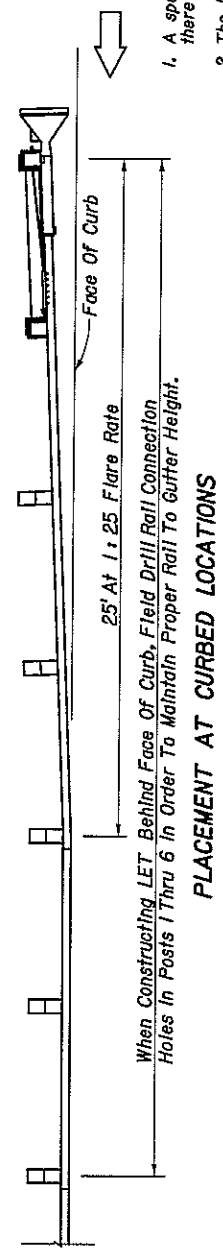
PARTIAL VIEW POST NO. 1

SECTION AA POST NO. 2

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

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

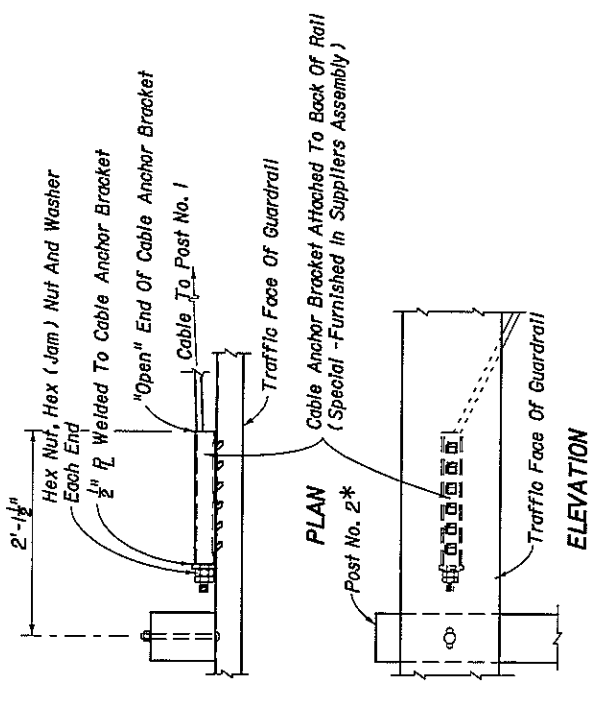
* Extended Height When Furnished In Suppliers Assembly (3'-9\"/>



PLACEMENT AT CURBED LOCATIONS

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.



CABLE ANCHOR BRACKET INSTALLATION

LET NOTES

1. The guardrail end anchorage system represented on this drawing is a proprietary design manufactured by Trinity Industries, Inc. and marketed under the trade name ET-2000 LET hereafter referred to and identified as LET. 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 use by the Department and its assignees. This 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 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 and guardrail anchorage for shoulder guardrail located parallel to traffic 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. Post Options:
 - (a) Posts at location Nos. 1 and 2 are timber breakaway posts with special length steel foundation tubes without soil plates. Posts at location Nos. 3, 4, 5, 6 and 7 are CRT timber posts.
 - (b) Posts shown in Option (a) can be replaced by hinged steel breakaway posts and the steel channel offset strut can be replaced by one 3" x 3" x 1/4" steel angle on the back side between Posts No. 1 and No. 2. Post No. 1 can be replaced by the steel hinged post with the manufacturer's identification of HBA Post Type J1, and Post Nos. 2 through 8 can be replaced by steel hinged posts with the manufacturer's identification HBA Post Type J2.
7. For galvanizing requirements of metallic components see Standard Specification Section 967.
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 manufacturer's detailed drawings, procedures and specifications and this drawing.

FDOT APPROVED DRAWING	
ET-2000 LET	
Sheet No.	QPL No. S536-0204
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