



US Department
of Transportation

**Federal Highway
Administration**

APR 1 1997

400 Seventh St., S.W.
Washington, D.C. 20590

Refer to: HNG-14

Brian G. Pfeifer, P.E.
Research Associate Engineer
Midwest Roadside Safety Facility
University of Nebraska Lincoln
1901 'Y' Street, Building C
Lincoln, Nebraska 68588-0601

Dear Mr. Pfeifer:

Your February 28 letter to Mr. Gerald L. Eller requested Federal Highway Administration's acceptance of several optional breakaway post configurations for use with the BEST guardrail terminal. These configurations are shown in the enclosed Figures 1 through 5.

We agree that the options proposed will produce approximately the same performance capabilities as have been seen in similar systems that we have found acceptable for use on the National Highway System (NHS). Thus, any one of the options shown in Figures 1 through 5 may be used for installations on the NHS when such use is proposed by a State highway agency.

Sincerely yours,

for Dwight A. Horne, Chief
Federal-Aid and Design Division

Enclosure

Supplement C to Geometric and Safety Design Acceptance Letter
Number CC-37, dated November 20, 1996

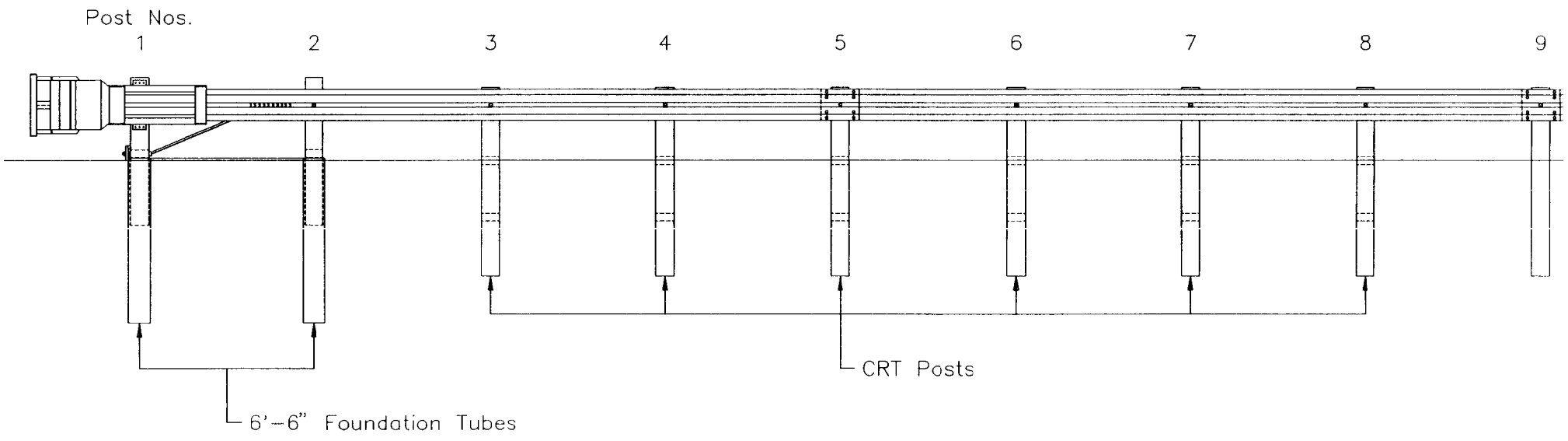


Figure 1. Current *BEST* System Configuration (No. 1).

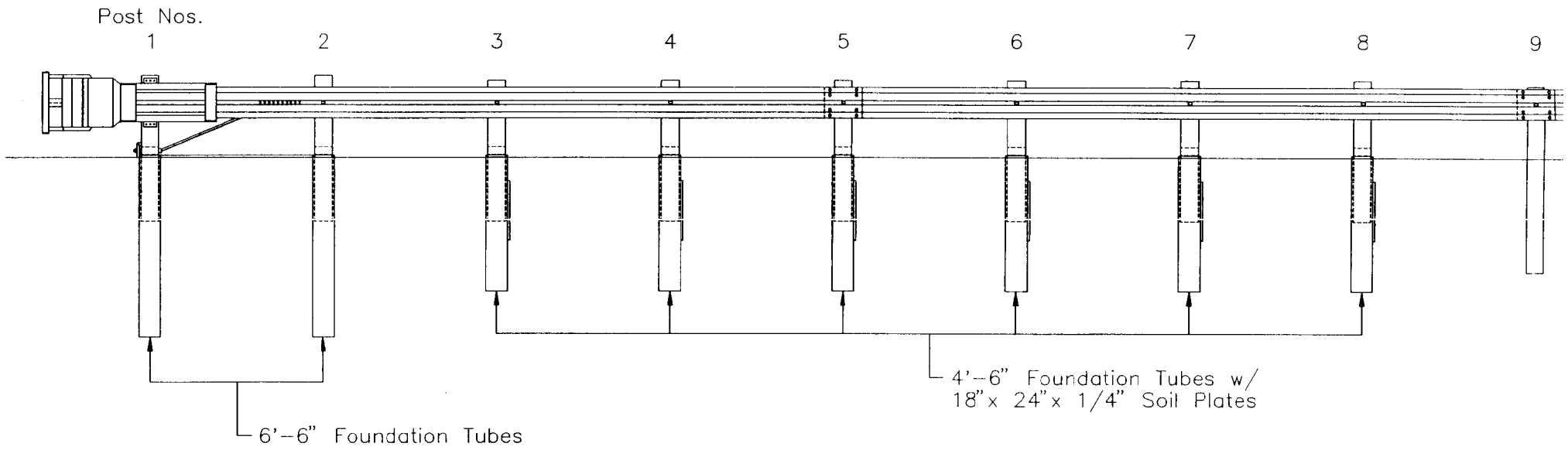


Figure 2. Proposed *BEST* System Configuration No. 2.

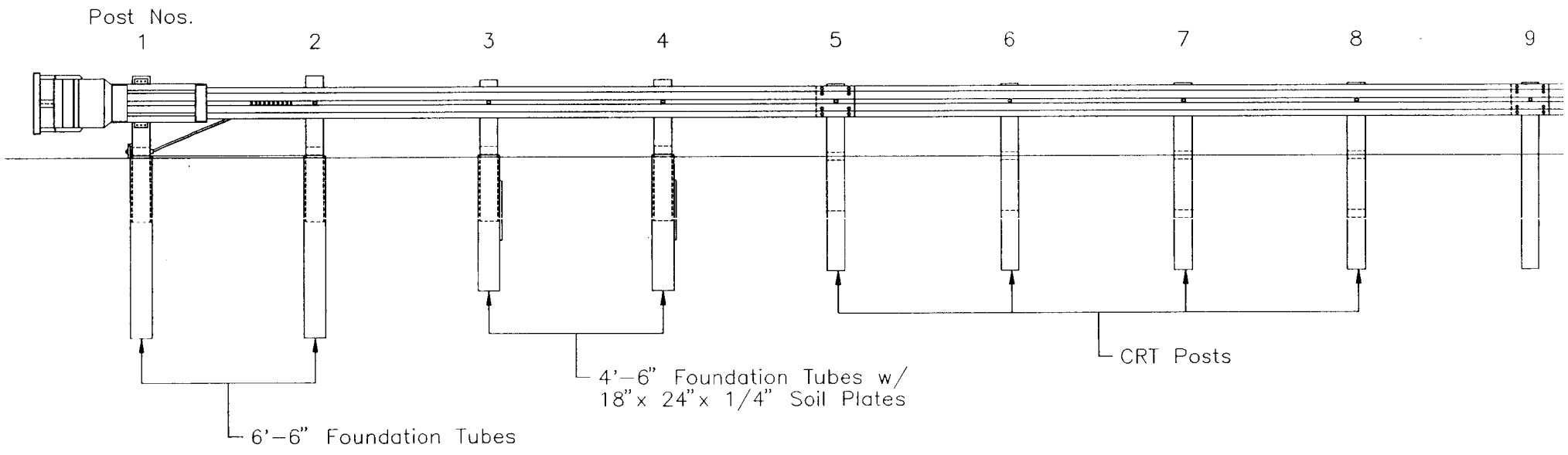


Figure 3. Proposed *BEST* System Configuration No. 3.

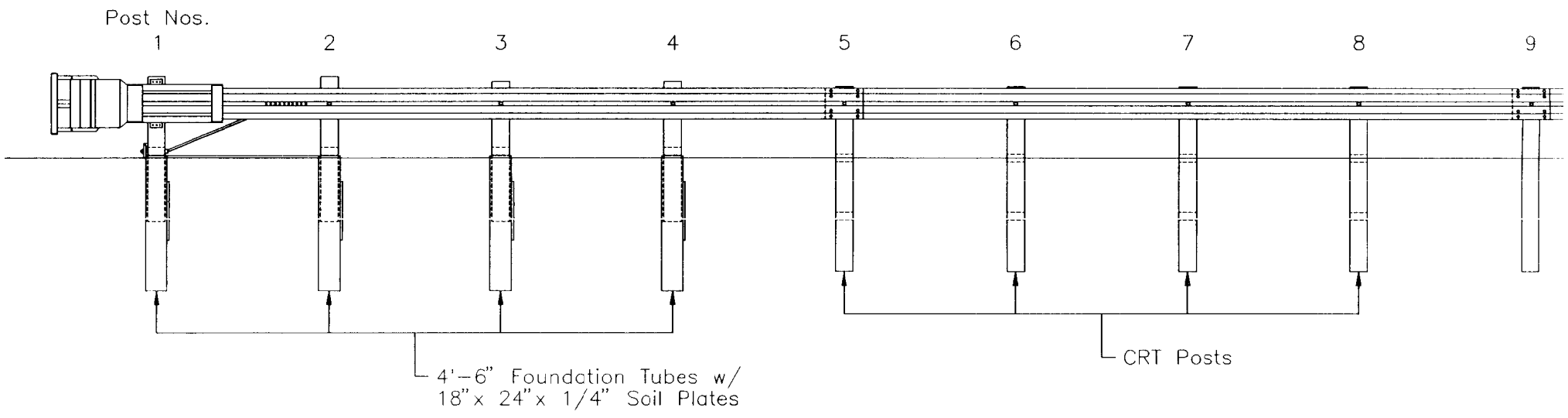


Figure 4. Proposed *BEST* System Configuration No. 4.

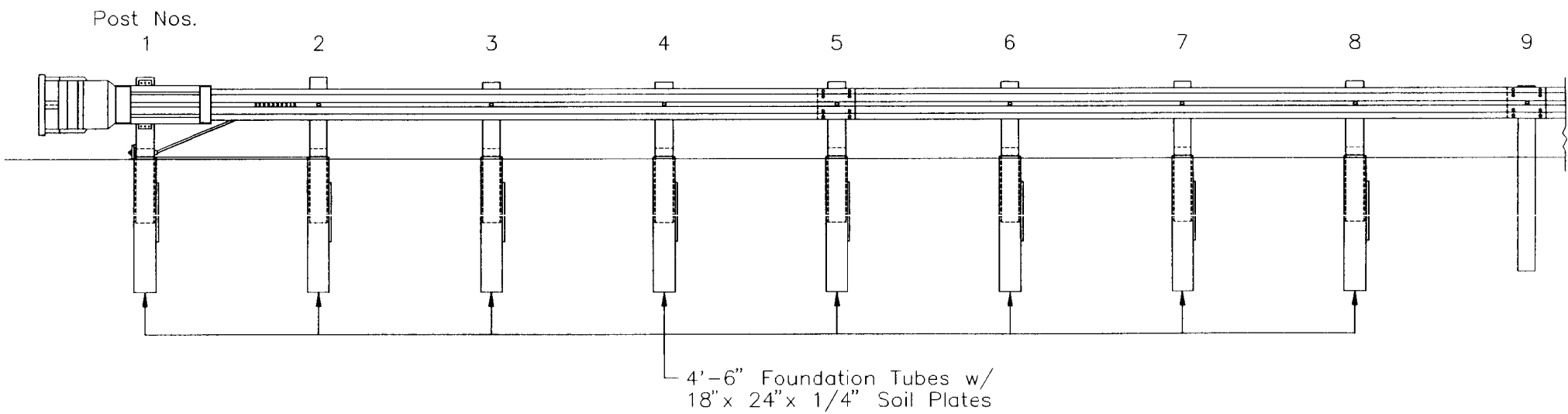


Figure 5. Proposed *BEST* System Configuration No. 5.