

Guardrail Committee Agenda

February 6, 2004

10:00 AM

Roadway Design Conference Room

- I. Cable guiderail placement on the low side of a curve. Reference revised new Detail of 46-foot Median Guiderail Transitions With Superelevation And/Or False Sumps. See Attachment 1 (currently used detail); Attachment 2 (Detail revised 1/20/04)

Action: An additional note should be added to the General notes (4. Do Not Place Cable Guiderail On Slopes Steeper Than 6:1).

- II. Revised guardrail Special Provision for all proprietary anchor units and Impact Attenuators to include assembly instructions. Discuss the status of implementing this SP. Attachment 3

Action: The committee concurred that both the certified working drawings and a FHWA acceptance letter should be provided to the Resident Engineer for each anchor unit and impact attenuator before installation.

- III. Closing up existing and proposed 20 foot gaps between cable guiderail and M-350/IA-350 Anchor Units. Attachments 4, 5, and 6

Action: The decision was made to close up the 20 foot gaps with Cable Guiderail Delineator Posts placed at 4 foot centers with reflectors on each side. A special detail will be developed for closing up the existing gaps. Where applicable, the new Standard Drawings will be revised accordingly.

- IV. Offset block special provision and FHWA letter. Attachment 7

Action: The Standard specifications for offset blocks will be revised to note that only NCHRP 350 approved, TL-3, 8" offset blocks will be allowed.

- V. Review revised Guardrail Placement STD. 862.01 (25'-0" Clear Span). Attachment 8

Action: This detail should be added to the Standard Drawings and paid for on a per each bases. Also, a question should be added to the Preliminary Field Inspection Questions to ask if there are any locations where this standard will apply.

- VI. The new ET-Plus with Steel Yielding Terminal Post. Attachment 9

Action: Mr. Bennett noted that this new anchor unit was 350 crash tested and FHWA approved. Mr. Dennis Jernigan noted that some of these anchor units were showing up on the project sites. By revising the Special Provisions to mandate that the contractor provide assembly instructions and an acceptance letter from FHWA for each anchor unit, it will hopefully eliminate a lot of the questions and concerns that arise when a new GR Anchor Unit arrives on the project site.

Additional Issues Addressed

Mr. Bennett noted that Standard 865.05 (Cable Guiderail - Median Hazard Guiderail Layout, Sheet 1 of 11) should be eliminated. Standard Drawing 862.01 should be used to address the pier median treatment for all high-speed median divided facilities. This change will eliminate the likelihood of a pier being struck while the cable guiderail is down from a prior accident.

During the meeting, Mr. Bennett questioned if the Division Construction Units would benefit from having the suppliers for various Guardrail Anchor Units to provide a demonstration for their products. The suppliers could also provide additional information on future changes to Guardrail Anchor Units. Mr. Dennis Jernigan noted that he thought this was a good idea. Therefore, we will initiate setting up these meetings between the suppliers and the Division.