

Zack Stewart
Northern District Commissioner

Dick Hall
Central District Commissioner

Wynne H. Brown
Southern District Commissioner



Larry L. "Butch" Brown
Executive Director

James H. Kopf
Deputy Executive Director,
Chief Engineer

11-14-01

SONDRA - COPY FOR PURVIS, SECT. ENG., STEVE R. J.A.

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November 2, 2001

MEMORANDUM

RECEIVED

TO: Mr. William P. Swindoll
Mr. James Q. Dickerson
Mr. Walter G. Lyons
Mr. William R. May
Mr. Richard Lee
Mr. Darrell L. Broome

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FROM: Chief Engineer
James H. Kopf *JHK*

RE: Revised Guardrail Maintenance & Installation Policy for the National Highway System (NHS)

The attached policy for the maintenance and installation of guardrail on the NHS replaces the policy dated July 12, 2001. This revision to the July 12, 2001 policy was made due to the difficulty in some cases of building out the embankment to acquire the five (5) foot recovery behind the guardrail and the fact that additional right of way may be required. The FHWA has approved this revised policy.

Should you have any questions or if clarification is needed, please contact either John Vance or Mark McConnell in the Maintenance Division.

JHK/mm
Attachment

PC: Assistant Chief Engineer – Operations
Assistant Chief Engineer – Pre-Construction
District Maintenance Engineers
State Maintenance Engineer ✓
Roadway Design Engineer
Central Records



Guardrail Maintenance & Installation Policy for National Highway System (NHS)
(Revised 10-09-01)

This replaces the existing policy as stated in the Chief Engineer's memorandum dated March 23, 1995 and the recently approved policy dated 7-12-01.

Breakaway Cable Terminals (BCTs)

- Repair damaged BCTs if only one post is damaged.
- BCTs damaged beyond one post requires replacement with NCHRP Report 350 approved hardware.
- Replace BCTs with NCHRP Report 350 approved hardware on roadway projects requiring adjustment of the existing hardware.

Modified Eccentric Loader Terminals (MELTs)

- Repair damaged MELTs if only one post is damaged.
- MELTs damaged beyond one post requires replacement with NCHRP Report 350 approved hardware.
- Replace MELTs with NCHRP Report 350 approved hardware on roadway projects requiring adjustment of the existing hardware.

Timeliness of Repairs

- Once made aware of the damages, schedule repairs as soon as practicable.
- Until repairs are made, delineate damaged hardware with the appropriate traffic control devices, such as Type I barricades, barrels, cones, etc.

Identification of End Treatments

- Identification of the make, model number, and date of installation of new hardware should be written on the head of the device with a grease pencil.

Training on Guardrail Installation

- Training will be provided as needed and will be scheduled by the Maintenance Division.

Basis for Selecting "Flared" vs. "Straight" NCHRP Report 350 End Treatments (When Replacement is Required)

- If the existing end treatment is "flared" and you have a minimum of five (5) feet recovery behind the rail, replace with a NCHRP Report 350 approved "flared" treatment.
- If the existing end treatment is "flared" and you do not have a minimum of five (5) feet recovery behind the rail, do one of the following:
 - Build out the embankment to acquire the minimum five (5) feet recovery behind the rail, then replace with a NCHRP Report 350 approved "flared" treatment.

OR

- If it will be difficult to build out the embankment with MDOT maintenance forces or if additional right of way is required to build out the embankment, replace with a NCHRP Report 350 approved "flared" treatment without building the additional embankment. The next time a construction project is planned for this same section of highway, the additional embankment shall be included to provide the five (5) feet recovery behind the rail.
- If the existing end treatment is "straight" and you cannot widen the embankment to meet the requirements for a "flared" end treatment, replace with a NCHRP Report 350 approved "straight" treatment.
- If the existing end treatment is "straight" and you can widen the embankment to meet the requirements for a "flared" end treatment, replace with a NCHRP Report 350 approved "flared" treatment.