



Florida Department of Transportation

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MIKE DEW
SECRETARY

DME MEMORANDUM NUMBER 18-01

DATE: April 27, 2018

TO: DISTRICT MAINTENANCE ENGINEERS

FROM: Rudy Powell, Jr., P.E., Director, Office of Maintenance

COPIES: Courtney Drummond, P.E., Chief Engineer
David Sadler, P.E., Director, Office of Construction
Tim Lattner, P.E., Director, Office of Design
Stefanie Maxwell, P.E., Manager, Program Management Office
Kristin McCrary, P.E., Roadway Operations Engineer
Mike Sprayberry, P.E., State Administrator for Maintenance Contracting
Tim Allen, Traffic Services and Permitting Manager

SUBJECT: Guardrail Approach Terminals

REQUIREMENTS

The Joint AASHTO\FHWA MASH Implementation Agreement calls for all W-Beam guardrail approach terminals installed on projects with construction lettings after June 30, 2018, to be compliant with the AASHTO Manual for Assessing Safety Hardware, 2016 (MASH) crash testing standards. There are several MASH compliant parallel guardrail approach terminals currently listed on the Department's Approved Products List (APL). However, there are no MASH compliant flared guardrail approach terminals currently listed on the Department's APL.

Procedure 850-050-003, Guardrail and Cable Barrier Inspection and Maintenance, states the following in Section 3.2, Replacement Criteria Guardrail Approach Terminals.

Replace damaged or deteriorated guardrail approach terminals in accordance with the current Design Standards when more than 50% of the quantity of approach terminal components is damaged or deteriorated. If the length of guardrail including the approach terminal and trailing anchorage is less than or equal to 150 feet, replace the entire guardrail system in accordance with the current Design Standards. If the length of

guardrail including the approach terminal and trailing anchorage is greater than 150 feet, replace the damaged or deteriorated approach terminal and transition to the existing guardrail system in accordance with the current Design standards.

Until there are MASH compliant flared guardrail approach terminals listed on the Department's APL, replace a damaged or deteriorated flared guardrail approach terminal with a flared guardrail approach terminal that is NCHRP 350 compliant and listed on the APL when more than 50% of the quantity of approach terminal components is damaged or deteriorated.

In addition, replace a damaged X-Lite parallel guardrail approach terminal with a parallel guardrail approach terminal listed on the Department's APL in accordance with the current Standard Plans (formerly known as Design Standards), and replace a damaged X-Lite flared guardrail approach terminal with a flared guardrail approach terminal that is NCHRP 350 compliant and listed on the APL until there are MASH compliant flared guardrail approach terminals listed on the Department's APL.

IMPLEMENTATION

These requirements are effective as of the date of this memorandum.

CONTACT

Should you have any questions concerning this memorandum, contact Kristin McCrary at 850-410-5694.