

DESIGN MEMORANDUM NO: 1-82

TO: DESIGN ENGINEERS
DISTRICT GENERAL MANAGERS
ACTIVE CONSULTANTS

FROM: LAWRENCE S. BLEVINS *E.B. Arkofer*
DIRECTOR, DIVISION OF DESIGN

DATE: JANUARY 15, 1982

SUBJECT: TEMPORARY GUARDRAIL
AND END TREATMENTS

The purpose of this memorandum is to give the warrants on when to use new guardrail and old guardrail at temporary locations. Page 107b of the Design Guidance Manual is hereby revised accordingly.

"At times it becomes necessary to install guardrail at temporary locations on certain projects, such as temporary detours or run-arounds. The guard-rail locations shall be plotted on both the Plan & Profile Sheets and Typical Sections.

The following guidance shall be used for establishing the control for guard-rail at temporary locations:

- A. *On all projects having operating speeds in excess of 35 m.p.h. new guardrail (single face) shall be specified. Also, current end treatments, terminal sections, and bridge end connections shall be utilized.*
- B. *On all projects having operating speeds of 35 m.p.h. or less, used guardrail shall be permitted. "Temporary Guardrail and Temporary Terminal Sections" shall be the bid item with the following notes for control of the item.*

- (1) The Contractor shall be allowed to use one of the following alternates:
 - a. Steel Beam Guardrail of 10 or 12 gage, W-Beam Section and 12' 6" spacing.
 - b. Steel Beam Guardrail (single face) in accordance with the current Standard Drawings.
- (2) Upon removal, the temporary guardrail terminal sections shall become the property of the Contractor. The removal of the temporary guardrail and terminal sections shall be incidental to installation of temporary guardrail and temporary terminal sections.

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- (3) The Contractor shall be required to maintain the temporary guardrail system, to the satisfaction of the Engineer, for the duration of its use.

For conditions not covered herein, the joint inspection team shall determine whether to use standard rail system or temporary rail. Factors to consider are hazardous locations as the result of poor sight distance and curvature, speed, volume, and duration."

This memorandum is to be implemented with the next possible letting and becomes void when its contents are placed in the Design Guidance Manual.

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