



Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JOSÉ ABREU
SECRETARY

April 11, 2005

Mr. Donald Davis
Program Operations Engineer
Federal Highway Administration
545 John Knox Road
Tallahassee, Florida 32303

Re: Office of Design, Specifications
Section 536
Proposed Specification: 5360030.D01-Guardrail-Setting Post

Dear Mr. Davis:

We are submitting, for your approval, two copies of a proposed Supplemental Specification for Guardrail-Setting Post.

This change was proposed by Tim Lattner of the State Construction Office to specify requirements for the installation of wood and steel posts in asphalt concrete.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via Email to SP965DB or duane.brautigam@dot.state.fl.us.

If you have any questions relating to this specification change, please call Duane F. Brautigam, State Specifications Engineer at 414-4110.

Sincerely,

Signature on file

Duane F. Brautigam, P.E.
State Specifications Engineer

DFB/sh

Attachment

cc: General Counsel
Florida Transportation Builders' Assoc.
State Construction Engineer

GUARDRAIL-SETTING POSTS.**(REV ~~2-25-054-11-05~~)**

ARTICLE 536-3 (Page 609) is deleted and the following substituted:

536-3 Setting Posts.

Set standard length posts vertically to the depth shown in the Design Standards. Set special length posts vertically to the depth shown in the plans. Align and realign posts as necessary, until final acceptance. Where the posts are not set in concrete or mounted on structures, backfill the post holes with suitable thoroughly tamped material. As an alternate method, the Contractor may use a post-driving machine, meeting the approval of the Engineer and capable of driving the posts without damaging them.

For guardrail post replacement, backfill and compact the existing hole prior to setting the new post.

If driving ~~wood~~timber posts ~~through asphalt pavement~~, the Contractor may either block out holes *in the asphalt* for the posts during the *asphalt* paving operation or cut holes through the *asphalt* mat prior to the post installation. ~~Either block out or cut holes through through the asphalt an area that is at least 50% larger than the area of the post being driven~~Blocked out holes or cut holes in the asphalt pavement shall be at least 50% larger than the sectional area of the timber post. After completing ~~installation~~ *driving* of the posts ~~and compaction of the backfill material~~, patch the area *of asphalt* around each post with fresh hot bituminous mixture.

If driving steel posts ~~through asphalt pavement~~, the Contractor may drive the post directly through the asphalt mat. Fill depressions or cracks with fresh, hot bituminous mixture in a manner meeting the approval of the Engineer, ~~with fresh, hot bituminous mixture.~~

For either ~~wood~~timber or steel post locations, ~~If existing conditions contain~~ in which rock, concrete or asphalt thicker than ~~two~~2 inches [50 mm] exist, ~~this material shall be removed~~ such material and backfilled ~~with suitable material, thoroughly tamped material~~, as detailed in the Design Standards.

**GUARDRAIL-SETTING POSTS.
(REV 4-11-05)**

ARTICLE 536-3 (Page 609) is deleted and the following substituted:

536-3 Setting Posts.

Set standard length posts vertically to the depth shown in the Design Standards. Set special length posts vertically to the depth shown in the plans. Align and realign posts as necessary, until final acceptance. Where the posts are not set in concrete or mounted on structures, backfill the post holes with suitable thoroughly tamped material. As an alternate method, the Contractor may use a post-driving machine, meeting the approval of the Engineer and capable of driving the posts without damaging them.

For guardrail post replacement, backfill and compact the existing hole prior to setting the new post.

If driving timber posts, the Contractor may either block out holes in the asphalt for the posts during the asphalt paving operation or cut holes through the asphalt mat prior to the post installation. Blocked out holes or cut holes in the asphalt pavement shall be at least 50% larger than the sectional area of the timber post. After completing driving of the posts, patch the area of asphalt around each post with fresh hot bituminous mixture.

If driving steel posts, drive the post directly through the asphalt mat. Fill depressions or cracks with fresh, hot bituminous mixture in a manner meeting the approval of the Engineer.

For either timber or steel post locations, in which rock, concrete or asphalt thicker than 2 inches [50 mm] exist, remove such material and backfill with suitable material, thoroughly tamped as detailed in the Design Standards.