



# MEMO

February 27, 2018

**To:** District Engineers

**From:** Camille Thomason, P.E.  
Director, Design Division

**Subject:** Revised Roadway Standards

Beginning with the March 2018 Letting, SGT(9S)31-14 (X-LITE) is being eliminated from use on TxDOT projects, and is removed from the list of available standards. The Design Division (DES) Field Coordination staff have identified all projects on the March Letting which will need addenda and are working with district staff to remove the SGT(9S)31-14 from the PS&E's. DES will prepare the addenda to accomplish this change, or work with districts to include this change in on-going addenda.

At the district's discretion, the removal of the SGT(9S)31-14 (X-LITE) may result in the inclusion of the new SGT(11S)31-18(MAX-Tension) standard, as identified below. DES is addressing this potential need with applicable districts.

The new standard sheet is applicable to all new construction projects, as needed, beginning with the March 2018 letting. The new standard is available from the Roadway Standards web page in Microstation® "dgn" and Adobe "pdf" format. See

<http://www.dot.state.tx.us/insdtdot/orgchart/cmd/cserve/standard/rdwylse.htm> Please distribute this information to the appropriate district staff and area offices, as well as consulting engineers working on TxDOT projects.

The following represents the standard sheets changed.

**SGT(11S)31-18** The MAX-Tension end terminal is a new standard sheet which depicts a steel post MBGF end terminal system which can be attached to wood or steel post MBGF systems. The system is a re-directive, gating, tension-based end terminal system that is proprietary. The system is telescoping; meaning the rail panels do not extrude or spool outwards upon impact.

This end terminal system is MASH TL-3 compliant, meaning it is available for use for high-speed roadway conditions.

**SGT(9S)31-14** This standard (X-LITE) is removed from the list of available standards.

Additionally, in reference to the memorandum distributed by Michael Lee (dated February 15, 2018), it is strongly recommended that NCHRP 350 compliant end attenuator systems that are damaged in the field, be completely replaced by MASH compliant end attenuator systems. Currently the SGT(11S)31-18 (i.e., MAX-Tension) and SGT(10S)31-16 (i.e., SoftStop) are MASH TL-3 compliant; additional MASH compliant systems will be made available in the future.

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If you have questions or need additional information concerning these standard details, please contact Kenneth Mora, P.E., Roadway Design Section Director, at (512) 416-2678.

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