



MEMO

April 15, 2014

To: District Engineers

From: Mark A. Marek, P.E. *mm*
Director, Design Division

Subject: Revised Roadway Standards

The following changes have been made to the roadway standard sheets.

The sheets will be applicable to all new construction projects beginning with the October 2014 letting. The use of these sheets prior to that date is at the option of the district. The new standards are available from the Roadway Standards web page in Microstation® "dgn". See <http://www.dot.state.tx.us/business/standardplanfiles.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 a summary of the individual sheet changes:

GF(31)-14. The GF(31)-14 is a replacement of GF(31)-11. Under the "Low Fill Culvert Post" option, the limitation for use on culverts less than 50' has been removed, and the slab thickness on the bolt-through option is changed from 7" to 6". The "Downstream Rail Attachment" detail has been added to the bottom of the sheet. The details for the different parts of the system have been realigned at the bottom of the sheet.

GF(31)LS-14. The GF(31)LS-14 is a replacement of GF(31)LS-11. In the Elevation Detail view, the note regarding spans less than 25' has been modified to read from needing "special modified details" to "can be adjusted."

GF(31)DAT-14. The GF(31)DAT-14 is a replacement of GF(31)DAT-11. The sheet has been modified to emphasize the Downstream Anchor Terminal (DAT) portion of the layout. The Elevation and Plan views have been modified to show the concrete rail attachment and required metal beam guard fence (MBGF) section as separate pay items. Details and notes for these separate items have been removed since they are detailed in their relevant standard sheets. The DAT parts have been realigned at the bottom of the sheet and the general notes have been moved to the top right of the sheet.

GF(31)TR-14. The GF(31)TR-14 is a replacement of GF(31)TR-13 and provides for 2 options of connecting the beginning of the MBGF section. The standard option begins with a post located at 3'-1 1/2" from the end of the transition, followed by the standard 6'-3" post spacing. This connection will accommodate starting with the standard 12'-6" or 25' lengths of rail. The second option includes the addition of a 9'-4 1/2" rail section adjacent to the transition. This additional section will match the post placement on existing guard fence locations and mowstrip leaveouts.

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GF(31)T6-14. The GF(31)T6-14 is a new sheet which provides for adjusting the rail height from the existing 27" T6 bridge rail to the 31" MBGF, and the splice location from the post to the mid span.

BED-14. The BED-14 is a replacement of BED-11 and provides for the addition of a minimum 25' MBGF rail section adjacent to the transition. Note 10 has been added to require this 25' section at locations shown. The payment limits for the Non-Symmetrical Transitional rail as shown in Detail A has been clarified to include the terminal connector.

If you have any questions or need additional information concerning these standard details, please contact Rory Meza, P.E., Director of the Roadway Design Section, Design Division, at (512) 416-2678.

CC: Administration
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