



MEMORANDUM

TO: District Engineers

DATE: July 31, 2001

FROM: Robert L. Wilson, P. E.
Design Division

SUBJECT: Revised Roadway Standards (English and Metric)

The roadway standards that describe the guardrail end treatments have been revised. These revisions are based on the memorandum of July 20, 2001 from the Specifications Committee that released revised specifications for the guardrail end treatments. The new guardrail end treatment special specifications are 5819 (1993) and 5419 (1995).

The attached sheets will be applicable to all projects beginning with the November, 2001 letting. The use of these sheet 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". The following represents a summary of the individual sheet changes.

SGT (5)-97 (English and Metric). The SGT(5)-97 and the SGT(5)-97(M) are deleted and not replaced. These sheets represent the BEST 350 which will be phased out by the manufacturer. In the near term, the manufacturer will continue to supply BEST units for projects which have already been let to contract as well as replacement parts for units needing repair.

SGT (7)-01 (English and Metric). The old SGT(7)-00 and the old SGT(7)-00(M) are replaced by these sheets. The ET 2000 Plus end treatment itself has not changed. These sheets only update and correct the bill of materials and some part numbers.

SGT(8)-01 (English and Metric). The SGT(8)-01 and the SGT(8)-01(M) are new sheets for the SKT 350 guardrail end treatment. The manufacturer has revised the end treatment system and replaced the old BEST 350 with the SKT 350 guardrail end treatment represented on the SGT(8). The SKT 350 end treatment uses slots in the first rail segment. In the event that a BEST 350 end treatment was damaged, and the field office wanted to upgrade the BEST 350 installation to the SKT 350 end treatment, then there would be three parts that would have to be changed out including (1) the head, (2) the first section of rail behind the head, and (3) the cable and locking device. All models of end treatments use the same types of post and ground tube combinations.

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If you have any questions or need additional information concerning these standard details, please contact Mark A. Marek, Design Division (512-416-2653) or Bobby G. Dye, Jr., Design Division (512-416-2656).

Note: Original signed by Robert L. Wilson

Attachments

cc: Michael W. Behrens, P. E.
Mark A. Marek, P. E.
Construction Division
Maintenance Division
Traffic Operations Division
Federal Highway Administration