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MEMO

September 6, 2024

To: District Engineers

From: Jason Pike, P.E.
Director, Design Division

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Jason Pike
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Subject: Revised Roadway Standards and Details

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

The standard sheets will be available for all new construction projects beginning with the January 2025 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" 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 updated standard sheets or design details.

TAU-XR(N)-24 The TAU-XR(N)-24 is a new standard sheet which depicts a narrow crash cushion system that is a low-maintenance, redirective, non-gating proprietary unit. The crash cushion is available for use in both permanent, or temporary work zone applications. The TAU-XR(N) is a MASH TL-3 compliant system.

CCSS The Crash Cushion Summary Sheet is a replacement of the 2013 version of the CCSS. The updated CCSS provides additional information and guidance with respect to the completing of the sheet to identify specific location, categorization, and other information that is needed when crash cushions are used on roadway projects. A reference table is also provided for ease of identifying the respective crash cushions. A statewide webinar covering these updates is scheduled in September.

CCSS(EX) The Crash Cushion Summary Sheet Example is a new sheet that simply provides a hypothetical example that a designer may use to assist in the completion of the CCSS.

SCTABLE The Seal Coat Material Selection Table is a replacement of the 2014 version of the SCTABLE. TxDOT, in partnership with AGC and TxAPA, has updated this table to reflect the asphalts available and common in the industry for Tier I and II applications. Tier III has been replaced with Tier SPL to allow each district to develop their own combination of allowable asphalt for the project. The intent of the SPL tier is to allow project specific asphalt combinations without having to create new bid codes for each district or project

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preference. The use of the SCTABLE is not mandatory but at the discretion of the respective District. Additionally, the Forms 2338 (Seal Coat Material Section), and 2338A (the accompanying instruction sheet to Form 2338) will be removed in order to assure that going forward there will be only one source of the information designating the selection of the respective seal coat.

CRCP(1)-24 The CRCP(1)-24 is a replacement of the CRCP(1)-23 standard. This provides an updated dimensioning of the thickness shown in the longitudinal widening joint detail. Also, the addition of a General Note stating that the minimum lengths for Longitudinal reinforcing steel splices shall be 25-in.

CRCP(2)-24 The CRCP(2)-24 is a replacement of the CRCP(2)-23 standard. This provides the addition of a General Note stating that the minimum lengths for Longitudinal reinforcing steel splices shall be 25-in.

CPCD-24 The CPCD-24 is a replacement of the CPCD-14 standard. This update reflects some of the revisions previously made to the CRCP standard.

The following non-MASH compliant standard is removed from the list of available standards:

TAU-II-R(N) This crash cushion system is removed from the list of available standards.

If you have any questions regarding the roadside safety hardware updates, please contact Kenneth Mora, P.E. (DES), Roadway Design Standards at (512) 416-2678. For questions on the updated CRCP, CPCD standards please contact Andy Naranjo, P.E. (MTD) at (512) 506-5858. For questions on the updated SCTABLE please contact Dennis Berryhill (MNT) at (903) 799-1307.

CC:

Lance Simmons, P.E., ADM
Carl Johnson, P.E., ADM
Mo Bur, P.E., ADM
Jessica Butler, P.E., ADM
Graham Bettis, P.E., BRG
Duane Milligan, P.E., CST
Michael A. Chacon, P.E., TRF
James Stevenson, P.E., MNT
Ryan Barborak, P.E., MTD
Procurement Division
Ujval Patel, FHWA
Thomas Bohuslav, P.E., AGC
Michael Lee, P.E., AGC