



## MEMORANDUM

**TO:** District Engineers

**DATE:** November 30, 2000

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

**SUBJECT:** Revised Roadway Standards (English and Metric)

---

Several roadway standards have been revised. These sheets will be applicable to all projects beginning with the May, 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.

**CLF-00 (English and Metric).** These sheets are a revision of CLF-96 and CLF-96(M). Some of the designations for the line and corner posts had become obsolete and the indicated posts were no longer available from manufacturers. The current ASTM designations have been added for the available posts.

**CTBI(3)-00 (English and Metric).** These sheets are a revision of CTBI(3)-96 and CTBI(3)-99(M). The general notes have been revised to allow for cast iron or polymer junction boxes. The details now show both an upper and lower template. Also, the details show a non-metallic flexible conduit instead of the rigid metal conduit.

**CTBI(4)-00 (English and Metric).** These sheets are a revision of CTBI(4)-96 and CTBI(4)-96(M). The revisions reflect the same conditions identified for CTBI(3)-00.

**SSCB(2)-00 (English and Metric).** These sheets are a revision of SSCB(2)-99 and SSCB(2)-99(M). The sheets have included general notes allowing cast-in-place or slip-formed barrier to be placed in 100 foot (30,480 mm) sections. A detail has been added for the intermediate joints at the end of these cast-in-place or slip-formed sections. The notes were also revised to clarify the requirement for vertical steel placement in the barrier.

**SSCB(4)-00 (English and Metric).** These sheets are a revision of SSCB(4)-99 and SSCB(4)-99(M). The revisions reflect the same conditions identified for CTBI(3)-00.

**SGT(7)-00 (English and Metric).** These sheets replace the now obsolete SGT(6)-97 and SGT(6)-97(M). The manufacturer of the ET-2000 has revised the design to use a narrower extruder terminal head and changed the channel strut to an angle strut. All other parts remain the same. The older head and strut will gradually be phased out of production. In the event of a

repair or retrofit of an existing ET-2000 terminal with a damaged head, the head could be changed out and all other parts would remain the same. Existing heads which are not damaged can continue to be used in repaired systems. Existing channel struts and all other parts of the system are also acceptable for use with either head.

**REACT(N)-00 (English and Metric).** These sheets are a revision of REACT(N)-00 and REACT(N)-00(M). The manufacturer requests an additional note to clarify the limits of the HS unit's capacity.

**VIA(CCD)-95 and VIA(CCD)-95(M).** These sheets are now obsolete and are being deleted. At the request of the Federal Highway Administration, this attenuation unit will no longer be acceptable for new construction projects since the unit does not meet the testing requirements in National Cooperative Highway Research Report (NCHRP) 350. Existing units may remain in place and be repaired as long as it is economically feasible to do so. When a damaged unit can not be economically repaired, the unit should be replaced with a unit meeting NCHRP 350 criteria. The decision concerning economically feasible repair rests with field personnel.

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).

Attachments

Note: Original signed by Robert L. Wilson

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