



# MEMO

November 18, 2020

**To:** District Engineers

**From:** Marisabel Z. Ramthun, P.E.  
Director, Design Division

DocuSigned by:  
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**Subject:** Revised Roadway Standards

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

The standard sheets will be applicable to all new construction projects beginning with the April 2021 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/insddot/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.

**QUADGUARD ELITE (M10)(W) -20** The QUADGUARD ELITE (M10)(W) -20 wide system is a new standard sheet which depicts a low maintenance, redirective, non-gating, proprietary crash cushion. The crash cushion is approved exclusively for a 69" width system, and is available for use in both permanent or temporary work zone applications. This crash cushion is available in a MASH TL-3 compliant system.

**QUADGUARD ELITE (M10)(N) -20** The QUADGUARD(M10)(N) -20 is an update of the previous QUADGUARD(M10)(N)-20 standard. This update clarifies the I-Beam posts for the transition assemblies. This is a narrow crash cushion system which depicts a low maintenance, redirective, non-gating, proprietary crash cushion. The crash cushion is approved exclusively for a 24" width system, and is available for use in both permanent or temporary work zone applications. This crash cushion is available in a MASH TL-3 compliant system.

**QUADGUARD(M10)(N) -20** The QUADGUARD(M10)(N) -20 is an update of the previous QUADGUARD(M10)(N)-20 standard. This update provides a MASH compliant TL-2 option, in addition to the current TL-3 option. This is a narrow crash cushion system which depicts a reusable, redirective, non-gating, proprietary crash cushion. The crash cushion is approved exclusively for a 24" width system, and is available for use in both permanent or temporary work zone applications.

**SSCB-P(XB2) - 20** The SSCB-P(XB2) -20 is a new precast single slope concrete that is MASH TL-4 compliant. This has a modified x-bolt connection, and is unrestrained and has a maximum dynamic deflection of 33 inches under TL-4 test conditions.

**SSCB-P(XB1) - 20** The SSCB-P(XB1) -20 is a new precast single slope concrete that is MASH TL-4 compliant. This has a modified x-bolt connection, and is restrained and has a maximum dynamic deflection of 7 inches under TL-4 conditions.

## OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

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**GF(31)TRTL3-20** The GF(31)TRTL3 -20 is an update of GF(31)TRTL3 -19 thrie beam standard, which provides additional information for the thrie beam transition blockouts. This is MASH TL-3 compliant.

**TRANS-20** The TRANS -20 is a new pavement standard that provide for a transition from flexible pavement to concrete pavement.

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

**QGELITE(W)-19** 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., Roadway Design Section Director at (512) 416-2678. For questions on the new pavement transition standard, please contact Andy Naranjo, P.E. (MTD) at (512) 506-5858.

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