

Update in Road Design Manual Chapter 10 – Roadside Safety

Summary of the changes are as follows:

Page 10-6 – Note #2 in the BARRIER DESIGN STEPS was revised to provide clarification on lateral distances for divided highways and interstate median shoulders.

Page 10-34 – The Post Spacing and Maximum Design Deflection values for the High Tension Cable Guardrail were revised in Table 10-10. The Post Spacing was changed from 16' to 10'-6" and the Maximum Design Deflection was changed from 8'-0" to 10'-0".

Page 10-46 – The High Tension Cable Guardrail note was revised. In the first paragraph, the "(not attached and transitioned into W beam)" statement was removed from the first sentence. The reference to "8" feet was revised to "10" feet in the first sentence of the first paragraph.

Page 10-46 – The High Tension Cable Guardrail Anchor Assembly note was revised. In the first paragraph, the first sentence was revised to add the roadway; the second sentence was added for reference the new standard plate; and the third sentence was revised dimension the effective length instead of the overall length. The second paragraph was deleted as the MicroStation cells are now available.

Page 10-76 – Note #5 was revised to draw the Protection Line to the outermost point located at the front face of the nearest obstacle for the approach side of the median shoulder. It was previously to the 40-foot clear zone.

Page 10-78 – The Design Working Drawing 3 was revised as the Protection Line was moved from the 40-foot clear zone to the outermost point located at the front face of the obstacle.

Page 10-78 – The paragraph directly above the Design Working Drawing 3 title was revised as the reference to the red line in the parenthesis was removed from the first sentence.

Page 10-80 – The Final Design Working Drawing was revised as the dimension for the overall length of the High Tension Cable Guardrail was removed. The "(Length of Need)" was added to the dimension for Effective Length of High Tension Cable Guardrail. The Protection Line location was also revised as referenced in Note #5 on Page 10-76.

Page 10-80 – The note directly above the Final Design Working Drawing was revised as the reference to the Valtir (Trinity) CASS high tension cable guardrail was added to the note.

[Check it out here.](#)