

FY 2026-27 Standard Plans – 536-001 (Guardrail)

Removing Low-Speed, TL-2 Guardrail Option

For review by the Chief Engineer

Summary of the Revisions:

The “Low-Speed (TL-2) Guardrail” option is being removed from the Standard Plans. This revision simplifies guardrail designs by instead just using “General (TL-3) Guardrail” for all locations, including low-speed roadways. Additionally, with the current trend of increasing vehicle sizes on the nation’s roads (e.g., electrical vehicles), the added capacity of TL-3 guardrail is expected to further improve safety for these low-speed locations.

Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

Yes, this change improves safety by utilizing higher capacity guardrail at more locations (which will now include design speeds of 45 mph and less). This added capacity is expected to help prevent a greater number of errant vehicles from encountering roadside hazards.

What financial impact does the change have; project costs, pay item structure, or consultant fees?

Construction costs are not expected to change. Background: TL-2 guardrail is less robust and requires less materials than TL-3 guardrail, so TL-2 was originally implemented by the Department to provide cost savings for low-speed locations. However, looking back, our Pay Item history now shows that TL-2 guardrail has not provided cost savings as compared to TL-3. As a result, TL-3 can now be used for all design speeds, with no expected cost increase.

What impacts does the change have on production or construction schedules?

Design times may decrease by a small amount. By removing the TL-2 option, the design process is simplified and streamlined. Based on past questions we’ve received from our Districts, this change is expected to improve comprehension of design needs.

How does this change improve efficiency or quality?

This change will help to improve roadside safety for low-speed roadways while also streamlining the design process.

Which FDOT offices does the change impact?

This revision may impact our Design and Construction offices with minor changes to previous practices.

What is the impact to Districts with this change?

No new challenges are anticipated for District offices. The District designers are expected to benefit from the simplifying of guardrail options.

Does the change shift risk and to who?

These changes do not shift any risks.

Provide summary and resolution of any outstanding comments from the districts or industry?

All comments from Industry and Internal Review have been reviewed, addressed and responded to. These specific comments are available for review on the [Track the Status Page](#).

What is the communication plan?

After completion of FHWA Review/Approval, this Index will be published by November 1st of this year with FY 2026-27 Standard Plans (Effective July 1, 2026). Standard Plans Update Training will be provided prior to January 1, 2026. All documents will be available on our website.

What is the schedule for implementation?

- *The FY 2026-27 Standard Plans will be published on or before November 1, 2025.*
- *Standard Plans Update Training webinars will be provided for revisions in December of 2025.*
- *The FY 2026-27 Standard Plans will be effective for all projects let in July 2026 or after.*