

Standard Plans for Road Construction List of Revisions

TABLE OF CONTENTS

To navigate to a specific date of revision, click on the date listed below.

Revision Date:

[February 25, 2016](#)

[January 25, 2016](#)

[August 19, 2015](#)

[August 14, 2015](#)

[March 5, 2015](#)

[April 3, 2014](#)

[October 3, 2013](#)

[October 30, 2012](#)

[May 3, 2011](#)

[November 5, 2010](#)

The Standard Plans for Road Construction have been revised by various changes including, but not limited to, the following:

[February 25, 2016](#)

1. **MB-1**

- a. United States Postal Service guidelines have changed with respect to the mounting height of the mailbox, thus requiring modifications to graphics, annotations, and general notes to convey that information.
- b. General note #6 was modified to refer to the current edition of AASHTO's Roadside Design Guide.
- c. General Notes – Added Note 7 stating that the local postmaster should be contacted when mailboxes are installed in uncurbed areas. Only the offset from the face of curb in curbed areas is shown in the graphics.

[January 25, 2016](#)

2. **DL-3**

- a. Milled Rumble Stripe is now the standard installation practice for undivided highways.
- b. Table 1 – Changed Right Shoulder TW Offset for undivided roadways from 12" OR NO OFFSET FROM TW to NO OFFSET FROM TW.
- c. Modified minimum and maximum depths to 3/8" and 5/8" respectively.
- d. General Notes – Changed "Dated September 9, 2013" to "Revised August 23, 2015"
- e. General Notes – Added Note 11 regarding accommodation of bicycle traffic.

Standard Plans for Road Construction List of Revisions

3. **DL-4**
 - a. Undivided roadway layouts – Modified rumble stripe graphics to show rumbles on edge lines.
4. **DL-5**
 - a. Undivided roadway layouts – Modified rumble stripe graphics to show rumbles on edge lines.
5. **DL-6**
 - a. Modified minimum and maximum depths to 3/8” and 5/8” respectively.
 - b. Milled Rumble Stripe is now the standard installation practice for undivided highways.
6. **DL-7**
 - a. Undivided roadway layouts – Modified rumble stripe graphics to show rumbles on edge lines.
7. **DL-8**
 - a. Undivided roadway layouts – Modified rumble stripe graphics to show rumbles on edge lines.

[August 19, 2015](#)

1. **GR-1**
 - a. As MASH is new, a general note has been added to indicate that the system qualifies under MASH Test Level-3.
 - b. A note allowing the use of 9'-4” panels was included to accommodate the use of approved non-splice on post terminals, transition unit, and bridge approach rail, as well as horizontal tapers. The note was shown on:
 - Sample Guardrail Installation Layout.
 - General Notes as Note number 6.
 - Plan and Elevation Views.
2. **GR-1 and GR-2**
 - a. Deleted the detail for the Rectangular Plate Washer.
 - b. Added the Clarification Detail related to the General Note on posts shorter than 7 feet.
 - c. Changed the following on the Sample Guardrail Installation Layout:
 - The symbol for the EAGRT impact head.
 - Removed the dimension of roadside barrier for the EAGRT to reflect additional terminal selections.
 - Changed the note regarding the EAGRT platform from referencing Standards to Referencing Special Details.
 - Removing the note regarding transition rail height.

Standard Plans for Road Construction List of Revisions

- Moving the G-2 to the downstream end of the rail as the rail splices were opposite the indicated position. Also modified the note regarding the G-2 unit, indicating that it is only an anchorage, not a crashworthy approach terminal unit.
- d. In the General Notes, revised the following:
- Note 1 to clarify roadside barrier vs. gating portions of terminal and crash cushions.
 - Note 2 as latest Guide to Standardized Hardware is a work in process but users should go to the latest version, even if incomplete.
 - Note 3 is corrected regarding usage of plate washers.
 - Note 4 changes the minimum radius of curve requiring 12'-6" panels from 300' to 100', better reflecting field capabilities.
 - Note 5 combines the previous notes 5 and 6 as they both reflected setting guardrail height and directs an engineering study for situations other than as described.
 - Note 6 better states the circumstances under which posts shorter than 7' may be used.
- e. A note was added to clarify that the synthetic offset block indentation is to be placed against the face of the post.
3. **GR-2A**
- a. The use of the system in repair of existing runs where full or substantial replacement is not required.
 - b. Table titled "5/8 Button Head Bolt and Recessed Nut"
 - Removed Post Bolt (Steel Posts) designated FBB02.
4. **GR-4**
- a. Superseded – See Detail Sheets.

[August 14, 2015](#)

1. **DR-1**
- a. Plate 2 - Corrected dimension on Section B-B from 7 5/8" to 4 5/8".
 - b. Plate 2 - Inserted a new General Note number 2 allowing the use of now available narrower frames as well as the original thicker frames, based on industry input.
 - c. Plate 2 - Re-numbered remaining General Notes Standard Plan Sheet DR-1.
 - d. Plate 4 - Removed erroneous note regarding use with Type "A" Frame.
 - e. Plate 4 - Re-numbered remaining General Notes.
2. **DR-2**
- a. Plate 1 - Removed erroneous note regarding use with Type "A" Frame.
 - b. Plate 1 - Re-numbered remaining General Notes.
 - c. Plate 2 - Moved Manhole Cover and Frame Detail and General Notes to Plate 3 on this Standard Plan Sheet.

Standard Plans for Road Construction List of Revisions

- d. Plate 2 - Added the high capacity traversable Type G grate and frame for use outside of paved surfaces for use' as needed.
- e. Plate 2 - Re-numbered remaining General Notes Standard Plan Sheet DR-1.
- f. Plate 3 - Moved the Drop Inlet Type D and Pipe for Slope Drainage Details and Notes to Plate 2 of Standard Sheet 4.
- g. Plate 3 - Moved Manhole Cover and Frame Detail and General Notes from Plate 2 to Plate 3 of this Standard Plan Sheet.
- h. Plate 3 - Inserted a new General Note number 2 allowing the use of now available narrower frames as well as' the original thicker frames, based on industry input.
- i. Plate 3 - Re-numbered remaining General Note.

3. DR-4

- a. Plate2- Moved Polyethylene Liner Plan View to Plate 3 on this Standard Plan Sheet.
- b. Plate 2 - Added Drop Inlet Type D and Pipe for Slope Drainage Details and Notes formerly on Plate 3 of Standard Sheet DR-2.
- c. Plate 3 - Moved Polyethylene Liner Plan View from Plate 2 to Plate 3 of this Standard Plan Sheet to be with the Polyethylene Liner General Notes.
- d. Plate 3 - Moved the Detail Titled Drop Inlet Type D and Pipe for Slope Drainage from Plate 3 of Standard Sheet DR-2 to Plate 2 of Standard Sheet DR-4.

[March 5, 2015](#)

1.DL-1 and DL-2

- a. The mounting height and embedment depth of the post mounted delineators,
- b. The vertical placement of barrier mounted delineators when used with glare screen,
- c. The spacing of both the post mounted and beam guardrail delineators, and
- d. The direction of attachment to the beam guardrail delineators, reversing it and relocating the retroreflective material to the opposite side of the delineator.

The height of the post mounted delineators and the spacing of both the post mounted delineators and beam guardrail delineators are being revised to be consistent with the 2009 edition of the MUTCD. The reorientation of the beam guardrail delineators better resists dislodgement from snow plowing than that presently shown on the Standard Plan Sheet.

[April 3, 2014](#)

4. DL-3

- a. Table 1 – Changed Right Shoulder TW Offset for undivided roadways from 12” OFFSET FROM TW to 12” OR NO OFFSET FROM TW.
- b. Added graphic for EDGE LINE RUMBLE STRIPE detail.

Standard Plans for Road Construction List of Revisions

- c. General Notes – Changed “Dated February 15, 2008” to “Revised September 9, 2013”
 - d. General Notes – Added Note 12 regarding accommodation of non-motorized users.
5. **DL-4**
- a. Undivided roadway layouts – Modified rumble strip graphics to show gaps for non-motorized roadway users and labeled typical gap and rumble strip dimensions.
6. **DL-5**
- a. Undivided roadway layouts – Modified rumble strip graphics to show gaps for non-motorized roadway users and labeled typical gap and rumble strip dimensions.
7. **GR-19**
- a. Concrete Barrier Reinforcing Schedule – #6 Loop Bar (top view) – bend changed to 2-1/2” I.R.
8. **GR-20**
- a. Structural Tube Details – Changed to 4’-0” length.
 - b. I-Beam Details – Changed to 3’ 11-1/2” length.

October 3, 2013

9. **GR-23**
- a. Elevation, Plan, Typical Section, and the Portable Concrete Barrier Reinforcing Schedule – Deleted the graphics and text regarding the #6 rebar shown for the “OPTIONAL PROVISION FOR LIFTING DEVICE or LIFTING DEVICE (OPTIONAL.)
 - b. Elevation view - Graphically added the lower #6 connection bar (shown 6” above the lower left corner and continuing the length of the barrier to 8” above the lower right corner.)

October 30, 2012

10. **GR-17, 18, 21, 22**
- a. Thrie Beam Attachment details – Added embedment depth and revised dimensions to ground surface vs. bottom of shape.
11. **GR-20**
- a. Section B-B – Added embedment depth and changed #4 Long Bar vertical spacing to accommodate Terminal connector bolts.
 - b. Elevation view - changed #4 Long Bar vertical spacing.

Standard Plans for Road Construction List of Revisions

[May 3, 2011](#)

12. **GR-2**
 - a. Typical Side View detail - Reference to plate washer removed resulting in a new note stating "Button Head Post Bolt".
 - b. 5/8" Button Head Bolt and Recessed Nut Detail – Bolt length for FBB03 changed from 10" to **9-1/2"**.
13. **GR-12**
 - a. Post Bolt Detail – Bolt length changed from 10" to **9-1/2"**.
14. **GR-14**
 - a. Post Bolt Detail – Bolt length changed from 10" to **9-1/2"**.

[November 5, 2010](#)

15. **DR-2**
 - a. Plate 3 - Reference to specific item number and size end section removed resulting in a new note stating "Appropriate steel end section".
16. **GR-11**
 - a. Reference to specific item numbers throughout drawing removed resulting in removal of General Note #6 and modification to General Note #5.
 - b. Side View at Splice Post Detail – post length changed to **6'-6"** and embedment length changed to **3'-9"**.
 - c. Plan View – Post length changed from 7'-0" to **6'-6"**.
17. **GR-12**
 - a. Reference to specific item numbers throughout drawing removed resulting in removal of General Note #7 and modification to General Note #5.
 - b. Beam Splice Detail – slot blowups adjusted to line up with detail.
 - c. Side View at Splice Post Detail – post length changed to **6'-6"** and embedment length changed to **3'-9"**.
 - d. Structural Shape Steel Post & Block Detail - post length changed from 7'-0" to **6'-6"**.
 - e. Plan View – Post length changed from 7'-0" to **6'-6"**.
18. **GR-13**
 - a. Reference to specific item numbers throughout drawing removed.
 - b. General Notes – Change post length reference from 6'-0" to **6'-6"** in Note #6
19. **GR-14**
 - a. Reference to specific item numbers throughout drawing removed.
 - b. Beam Splice Detail – slot blowups adjusted to line up with detail.
 - c. General Notes – Change post length reference from 6'-0" to **6'-6"** in Note #7

Standard Plans for Road Construction List of Revisions

20. **GR-15**

- a. Reference to specific item numbers throughout drawing removed.
- b. Section A-A – Changed “Median” to “**Double-Faced**”
- c. Modified Section – Changed “Median” to “**Double-Faced**”
 - i. NOTE – Changed “barrels” to “**lanes**”
- d. General Notes - Added Note #5.

21. **GR-16**

- a. Reference to specific item numbers throughout drawing removed resulting in addition of General Note #5
- b. Section A-A – Changed “Median” to “**Double-Faced**”
- c. Plan & Elevation views - Minor horizontal rebar addition (#6 loop bar)
- d. Material Notes - Added Note #5.

22. **GR-17 & GR-18**

- a. Reference to specific item numbers throughout drawing removed resulting in modification of General Note #9.
- b. Plan & Elevation Views – Minor graphic change – line added to show transition as F-shape barrier
- c. “Median Thrie Beam Attachment” changed to “**Double-Faced Thrie Beam Attachment**”
- d. Section B-B – “2’-8” (minimum)” changed to “**2’-6” (minimum)**” face of rail to slope break
- e. Plan Views – “Single Rail” changed to “**Single-Faced Thrie Beam Guardrail**” and “Median Double Rail” changed to “**Double-Faced Thrie Beam Guardrail**”
- f. Elevation View – “Median” changed to “**Double-Faced**”

23. **GR-19**

- a. Reference to specific item numbers throughout drawing removed resulting in renumbering of General Notes:
 - i. Removed old Note #2
 - ii. Added new Note #5
- b. General Notes – Changed reference to “25 u” to “**1000 microinches**”
- c. Perspective View – Changed “Median” to “**Double-Faced**”

24. **GR-20**

- a. Reference to specific item numbers throughout drawing removed resulting in renumbering of General Notes:
 - i. Removed old Note #2
 - ii. Added new Note #5
- b. General Notes – Changed reference to “25 u” to “**1000 microinches**”
- c. Perspective Views – Changed “Median” to “**Double-Faced**”
- d. Perspective Views - Minor graphic change – line removed to show transition as Single Slope barrier.
- e. Replaced Section B-B to show Single Slope barrier rebar

Standard Plans for Road Construction List of Revisions

25. **GR-21**

- a. Reference to specific item numbers throughout drawing removed resulting in addition of General Note #9.
- b. “Median Thrie Beam Attachment” changed to “**Double-Faced Thrie Beam Attachment**”
- c. Section B-B – “2’-8” (minimum)” changed to “**2’-6” (minimum)**” face of rail to slope break
- d. Plan Views – “Single Rail” changed to “**Single-Faced Thrie Beam Guardrail**” and “Median Double Rail” changed to “**Double-Faced Thrie Beam Guardrail**”
- e. Elevation View – “Median” changed to “**Double-Faced**”

26. **GR-22**

- a. Reference to specific item numbers throughout drawing removed resulting in addition of General Note #4.
- b. “Median Thrie Beam Attachment” changed to “**Double-Faced Thrie Beam Attachment**”
- c. Section B-B – “2’-8” (minimum)” changed to “**2’-6” (minimum)**” face of rail to slope break
- d. Plan Views – “Single Rail” changed to “**Single-Faced Thrie Beam Guardrail**” and “Median Double Rail” changed to “**Double-Faced Thrie Beam Guardrail**”
- e. Elevation View – “Median” changed to “**Double-Faced**”
- f. Plan and Elevation Views – Minor graphic change – lines removed to show transition as Single Slope barrier

27. **PM-3**

- a. General Note #5 added clarifying thermoplastic vs. paint usage.

28. **PM-4**

- a. Note added clarifying thermoplastic vs. paint usage.

29. **PM-7**

- a. Reference to Word and Symbol Lane Layout Standard changed from PM-6 to **PM-8**.