

Page 19-7: added excavation clarification:

- Remove Asphalt Concrete Pavement or Cold Milling Asphalt Concrete: this quantity will NOT be included in the Excavation quantity or the Unclassified Excavation quantity.

Page 19-12: added note regarding PCC longitudinal joint spacing:

- The width between longitudinal joints should be the lane spacing. For two-lane and multilane undivided highways with PCC surfacing, the crown point should be located on a longitudinal joint (lane line) in the pavement. For an even number of lanes, the crown point will typically be the centerline of the highway. For an odd number of lanes, the crown point should be located on one edge of the center lane. To maximize sun exposure for the road surface, the preferred location of the crown point would be the north edge of the center lane for east/west routes and the east edge of the center lane for north/south routes.

Page 19-13: added notes regarding expansion joints:

- Longitudinal isolation joints at intersections or between different PCC pavement types will be untied joints with keyways.
- Transverse joints between different PCC pavement types such as Continuously Reinforced Concrete Pavement and Nonreinforced PCC Pavement will use Membrane Sealant Expansion Joints. A sleeper slab will be required at any such joint.

Page 19-14: added note and rephrased statement on PCC pavement joints:

- Keyways are used at longitudinal joints to transfer the load across the joints.
- When a project includes joining new concrete pavement to ~~be placed adjacent to~~ existing concrete pavement it will be necessary to install tie bars on the longitudinal joints.

Page 19-19: added guidance regarding thickness of curb and gutter:

- For all PCC surfacing the front edge of gutter thickness and fillet depth should match the PCC pavement thickness.
- For AC surfacing on the state highway system the front edge of gutter thickness and fillet depth should be a minimum of 8". The front edge of gutter thickness and fillet depth should be increased to match the AC surfacing thickness for depths greater than 8". On approach roads the depth on mainline should extend to the end of the radius. On approach roads beyond the radius the front edge of gutter thickness may be reduced to 6" but should never be less than AC surfacing thickness.

Page 19-27: added guidance regarding cross slope of paved and gravel shoulders:

- Paved Shoulders normally should slope at a rate of 4% but can range from 2% to 6%. When high pedestrian use is anticipated on the shoulders, the shoulder slopes should not exceed 2% to meet ADA guidelines. Refer to Chapter 16 – MISCELLANEOUS for ADA Guidelines.
- Gravel Shoulders normally should slope at a rate of 4% but can range from 4% to 6%.

Page 19-28: duplicate text deleted:

- “Low Side Shoulders: ~~Low Side Shoulders:~~”

Full Document:

- Accessibility Upgrades regarding high contrast colors, added alternate text descriptions to figures, etc.