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B2.1A Approach Slab Details Sheet 1– Asphalt Pavement
March 2011 Added 20’ length of approach slab in Section C-C.
Revised pay limits in Section C-C to comply with 502.04.
Revised deadman to an “L” shape.
Sept 2012 Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.
Added Detail C for limits of ¼” base material.
Revised Note 1 to provide ¼” base material to the limits shown in Detail C.
June 2013 Deleted “Sleeper Beam” reference from note in View D-D.
Changed Note 4 to Class 40AF concrete.
May 2014 Split details into 2 sheets by adding sheet B2.1I
Changed abutment dowels to GFRP bars.
Aug 2016 Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.

B2.1B Approach Slab Details Sheet 1– Asphalt Pavement
March 2011 Added 20’ length of approach slab in Section C-C.
Revised pay limits in Section C-C to comply with 502.04.
Revised deadman to an “L” shape.
Sept 2012 Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.
Added Detail C for limits of ¼” base material.
Revised Note 1 to provide ¼” base material to the limits shown in Detail C.
June 2013 Deleted “Sleeper Beam” reference from note in View D-D.
Changed Note 4 to Class 40AF concrete.
May 2014 Split details into 2 sheets by adding sheet B2.1I
Changed abutment dowels to GFRP bars.
Aug 2016 Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.

B2.1C Approach Slab Details Sheet 1– Concrete Pavement
March 2011 Revised pay limits in Section C-C to comply with 502.04.
Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.
Sept 2012 Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.
Added Detail C for limits of ¼” base material.
Revised Note 1 to provide ¼” base material to the limits shown in Detail C.
June 2013 Deleted “Sleeper Beam” reference from note in View D-D.
Changed Note 4 to Class 40AF concrete.
May 2014 Split details into 2 sheets by adding sheet B2.1I
Changed abutment dowels to GFRP bars.
Aug 2016 Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.

B2.1D Approach Slab Details Sheet 1– Concrete Pavement
March 2011 Revised pay limits in Section C-C to comply with 502.04.
Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.
Sept 2012 Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.
Added Detail C for limits of ¼” base material.
Revised Note 1 to provide ¼” base material to the limits shown in Detail C.
June 2013 Deleted “Sleeper Beam” reference from note in View D-D.
Revised Note 2 to place transverse reinforcement perpendicular to centerline of roadway.
Changed Note 4 to Class 40AF concrete.
May 2014 Split details into 2 sheets by adding sheet B2.1I
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Changed abutment dowels to GFRP bars.

Aug 2016  Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.
Denoted dimensions in Section C-C as perpendicular to abutment.

B2.1E Approach Slab Details Sheet 1—Asphalt Pavement
March 2011  Added 20’ length of approach slab in Section C-C.
Revised pay limits in Section C-C to comply with 502.04.
Revised deadman to an “L” shape.

Sept 2012  Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.
Added Detail C for limits of ¼” base material.
Revised Note 1 to provide ¼” base material to the limits shown in Detail C.

June 2013  Deleted “Sleeper Beam” reference from note in View D-D.
Located Begin/End of bridge at stream face of abutment backwall.
Changed Note 4 to Class 40AF concrete.

May 2014  Split details into 2 sheets by adding sheet B2.1I
March 2015  Changed reference to sleeper beam joint to Detail B.
Aug 2016  Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.

B2.1F Approach Slab Details Sheet 1—Asphalt Pavement
March 2011  Added 20’ length of approach slab in Section C-C.
Revised pay limits in Section C-C to comply with 502.04.
Revised deadman to an “L” shape.

Sept 2012  Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.
Added Detail C for limits of ¼” base material.
Revised Note 1 to provide ¼” base material to the limits shown in Detail C.

June 2013  Deleted “Sleeper Beam” reference from note in View D-D.
Located Begin/End of bridge at stream face of abutment backwall.
Changed Note 4 to Class 40AF concrete.

May 2014  Split details into 2 sheets by adding sheet B2.1I
March 2015  Changed reference to sleeper beam joint to Detail B.
Aug 2016  Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.

B2.1G Approach Slab Details Sheet 1—Concrete Pavement
March 2011  Revised pay limits in Section C-C to comply with 502.04.
Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.

Sept 2012  Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references to Dow Corning & Watson Bowman.
Added Detail C for limits of ¼” base material.
Revised Note 1 to provide ¼” base material to the limits shown in Detail C.

June 2013  Deleted “Sleeper Beam” reference from note in View D-D.
Located Begin/End of bridge at stream face of abutment backwall.
Changed Note 4 to Class 40AF concrete.

May 2014  Split details into 2 sheets by adding sheet B2.1I
March 2015  Changed reference to sleeper beam joint to Detail B.
Aug 2016  Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.

B2.1H Approach Slab Details—Concrete Pavement
March 2011  Revised pay limits in Section C-C to comply with 502.04.
Revised depth of concrete pavement notch in deadman to allow for variable depth pavement.

Sept 2012  Revised Note 5 to list the requirements of ASTM C920 for the silicone sealant joint and deleted the references
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to Dow Corning & Watson Bowman.
  Added Detail C for limits of ¾” base material.
  Revised Note 1 to provide ¾” base material to the limits shown in Detail C.

June 2013
  Deleted “Sleeper Beam” reference from note in View D-D.
  Located Begin/End of bridge at stream face of abutment backwall.
  Revised Note 2 to place transverse reinforcement perpendicular to centerline of roadway.
  Changed Note 4 to Class 40AF concrete.

May 2014
  Split details into 2 sheets by adding sheet B2.1I

March 2015
  Changed reference to sleeper beam joint to Detail B.

Aug 2016
  Deleted 16” dimension in Section A-A for thickness of wingwall & joint filler.

B2.11 Approach Slab Details – Sheet 2

Dec 2014
  Created new sheet

Sept 2016
  Moved expansion joint pay item from note 6 in Approach Slab to new note 5 for Expansion Joint.
  Changed hot pour sealant reference to subsection 704.03. The 2015 Supplemental Specifications changed the reference from ASTM D3406 to ASTM D 6690, Type III.

June 2018
  Added “or approved equal” to Recommended Manufacturer Table.

Nov 2019
  Deleted “Installation Width” from table.
  Deleted Expansion Joint Note 2.
  Deleted “between face of curbs” from Expansion Joint Note 3.
  Changed pay item from S501-06A to 566-005A in Expansion Joint Note 5 to agree with 2018 Standard Specifications.
  Renumbered Expansion Joint Notes.
  Changed “Depth” to “height” in Joint Table.
  Revised format of approach slab notes to active voice, imperative mood.
  Revised format of expansion joint notes to active voice, imperative mood.

B2.2A Bridge Drain Details – Type 1

Nov 2019
  Changed Concrete Class 40A to 40AF.
  Changed AASHTO M111 to ASTM A123 in Note 1.
  Changed AASHTO M-270 Gr 36 to ASTM A709 Gr 36 in Note 5.
  Revised format of notes to active voice, imperative mood.

B2.2B Bridge Drain Details – Type 2

March 2015
  Revised note 3 for electronic shop drawings.

Nov 2019
  Changed Concrete Class 40A to 40AF.
  Changed AASHTO M111 to ASTM A123 in Note 1.
  Changed AASHTO M-270 Gr 36 to ASTM A709 Gr 36 in Note 5.
  Revised format of notes to active voice, imperative mood.

B2.2C Type 3 Bridge Drain Through Parapet

Aug 2016
  Changed title of drawing to Type 3 Bridge Drain Through Parapet.

Nov 2109
  Changed cost of drain to be incidental to prestressed girder bid item.
  Changed AASHTO M111 to ASTM A123 in Note 1.
  Revised format of notes to active voice, imperative mood.

B2.3 Slope Paving Standard

Oct 2017
  Deleted reference to SSP-653 in note 1 since SSP-653 has been deleted.

Nov 2019
  Revised format of notes to active voice, imperative mood.

B2.4A Utility Hangars for Prestressed Girders

June 2006
  Added new standard drawing for attaching water, sewer, and gas lines to new bridges.

May 2014
  Changed reference to AASHTO M183 for the steel bar to ASTM A36. AASHTO M183 has been withdrawn.

Aug 2016
  Revised step 3 note in Detail A to “turn inner nut snug tight”.
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B2.4B Utility Hangars for Prestressed Girders
June 2006        Added new standard drawing for attaching power, and communication lines to new bridges
Feb 2012         Added note 4 for list of concrete inserts.
                     Added nut to bottom plate in Multiple Utility Pipe detail.
Nov 2019         Revised format of notes to active voice, imperative mood.

B2.5 Railroad Details
Sept 2012        Added new standard drawing for railroad shoring details and clearances.
June 2013        Revised minimum construction clearance to 21’-6” to meet railroad standards.
                     Added UPRR & BNSF horizontal clearances to Figure 1.
Oct 2017         Changed horizontal clearance to 15’-0” in Figure 1 to meet railroad standards.
Nov 2019         Revised Railroad Clearance diagram to comply with latest UPRR/BNSF Guidelines.
                     Changed limits for no excavation and no shoring to 15’-0”.
                     Revised format of General Notes to active voice, imperative mood.
                     Revised format of Notes to active voice, imperative mood.
                     Revised format of Railroad Construction Notes to active voice, imperative mood.