Minnesota Department of Transportation – Bridge Office
REVISION LOG for 5-397.140(C)
May 10th, 2017   Page 1 of 1

Figure 5-397.140(C)
Concrete Barrier 42” (Type S, TL-4) Integral or Semi-Integral Abutment with Bridge Slab Sidewalk and Guardrail Connection (Without Concrete Wearing Course)

Approved, and signed, August 24, 2016. Last date revised: May 10th, 2017

Revised 05-10-2017
At sheet title block:
Changed sheet title from “SINGLE SLOPE CONCRETE BARRIER 42” (TYPE S, TL-4)…” to “CONCRETE BARRIER 42” (TYPE S, TL-4)…”

At INSIDE ELEVATION OF BARRIER:
At Name Plate: Changed note from "See sheet No. 1 for location…” to "See sheet No. __ for location…".

At CONTROL JOINT DETAILS:
Changed general note from “When using slip form method to place the concrete, cut joint 3 inches deep using margin trowel or similar means immediately after concrete placement (Typ. Three Sides).” to “For slipform construction: immediately after concrete is placed and while it still wet, create a one inch straight groove using a trowel. Insert rigid plastic extrusion into groove to a depth 1/8” below the surface; finish over groove completely hiding the extrusion.”
Changed Section C-C subtitle from “Contractor Option 1” to “Cast-in-place Construction” and changed “Contractor Option 2” to “Slipform Construction”.
At Section C-C Slipform Construction – Changed detail to use rigid plastic extrusion in lieu of radiused control joint.

At SECTION B-B:
Removed "Bridge deck" thickness dimension.

At Bar R501E, R502E, R503E:
Removed dimensions from the slanted vertical leg. Combined R502E & R503E vertical dimension. Added Designer Note regarding vertical leg length of bar R501E if deck slab thickness exceeds 9”.

At Bar R504E, R505E, R506E, R507E:
Moved vertical leg dimensions from left side of bar to the right side of the bar.

Approved, and signed, August 24, 2016
NEW STANDARD