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## **Chapter 1 – RPMA versus FIELD MARKERS**

Since the start of using the Roadway Project Mapping Application (RPMA) in our plans there have been some cases where RPMA does not agree with where the reference posts are in the field.

This is because RPMA is based on a straight horizontal line and does not take into account hills and valleys as the old systems did. Therefore, the reference point values as shown in the field could be substantially different than those shown in RPMA. How do you handle this in the plan as it could be confusing for contractors using it in the field?

If they disagree the designer needs to request a RACER update the RPMA information. To do this go MnDOT A to Z under RACER and click on “application”. This will place it in the LRS which will be updated into RPMA every 18-20 months. Until it is updated you may use it in the plan as long as the RACER request has been made.

There has also been confusion regarding what to use for the title sheet. Use the reference points shown as ###+00.### not the carto miles.

## **Chapter 14 - CONNECTING TO BARRIERS OTHER THAN SINGLE SLOPE**

*The first paragraph of this section is revised as follows...*

The Approach Guardrail Transition Type 31 (Standard Plan 5-297.694) is currently only available for connection to single slope barrier (Standard Plan 5-297.681) and vertical end post (Standard Plan 5-297.693).

## **Chapter 14 - CONNECTING TO BULLNOSE**

*This section is revised as follows...*

When connecting the bullnose to the TYPE 31 guardrail use the thrie beam bullnose transition to Traffic Barrier Type 31 design detail (BULLNOSE\_TO\_TYPE\_31), and change note ① to read, “SEE STANDARD PLATE 8356.” The 6’3” transition section (between posts 10 and 11) is paid for as bullnose.

The plan will also need to include the Standard Plan sheet 5-297.601, 5-297.611, 5-297.614 (cross out the top right detail and reference the Standard plate 8356), also include Standard Plate 8356 in the Standard Plates tabulation.

Standard Plan 5-297.611 will need to be modified as follows until the new updated one is issued. Modify note 10 on standard plan 5-297.611 sheet 1 of 3 to read, “SEE STANDARD PLATE 8356.”

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## **Chapter 14 – LONG POST LENGTH**

Whenever the project requires the longer guardrail post lengths they need to be called out in the tabulation. The guardrail tabulation needs to note the length of guardrail that requires long posts.

## **Chapter 16 - SIGN STRUCTURE CHANGES**

All projects let after December 31, 2019 must include sign structures that meet MASH-16 crashworthy requirements. MnDOT's u-channel sign structure will not be crash tested and thus cannot be used in plans let after this date. MnDOT is monitoring which sign structures are being MASH-16 crash tested and will continue to evaluate which types will be allowed on MnDOT highways.

Starting January 1, 2020 MnDOT's sign structure design for all Sign Type C, D, Marker and Delineator signs will be a square tube sign structure. There will be multiple square tube post sizes, gauges and bases that need to be identified for each sign structure based on the area of the sign panels. Refer to the OTE Signing website for design tools for incorporating square tube sign structures into plans.

## **Chapter 16 – SIGN PANELS TYPE OVERLAY**

The pay item, Sign Panels Type Overlay, is used when a sign panel is riveted onto another sign panel. An example is a route marker riveted onto a Sign Panel Type D or Sign Panel Overlay Type OH. MnDOT will no longer require route markers or other overlays to be riveted on separately for new sign panels since they can easily be fabricated into the main panel design. The pay item, Sign Panels Type Overlay, will only be used when you are attaching a sign panel to an existing sign panel. An example is when a route marker number is changed due to a turnback and you need to overlay the new route marker on top of the old number.

## **Chapter 16 – SIGNING STANDARD PLAN SHEETS**

OTE Signing is in the process of converting the signing details into standard plan sheets. Signing has the 700 series in the standard plan sheet numbers. The signing standard plan sheets can be found on the MnDOT Standard Plans website. The signing standard plan sheets should be included with the other standard plan sheets close to the beginning of the plan. Signing details will continue to be included in signing portion of the plan.