

Idaho Transportation Department

Standard Drawing Change Log

Paper/CD copies of the Standard Drawings and the Standard Drawing List will no longer be mass distributed in the mail. Notices will no longer be sent out by mail. Please visit the department's web site listed below for the current Standard Drawings and the Standard Drawing List. As new drawings are posted, this log file will be updated to list the changes.

The Idaho Transportation Department's Standard Drawings web site is:

<http://itd.idaho.gov/design/StandardDrawings.htm>

December 6, 2011

The following drawings have changed:

- A-8 Standard Template
- C-1-A-1 Urban Concrete Pavement Details
- C-1-A-2 Manhole Collars (PCC Pavement Roundouts) (Sheets 1 & 2)
- C-1-B Doweled Concrete Pavement Details (Sheets 1 Through 3)
- C-1-C Ramp Gore Details (Sheets 1 & 2)
- C-2-B Shoulder Rumble Strips For Two-Way Roadways Options A&B (Sheets 1 & 2)
- C-2-C Centerline Rumble Strips For Two-Way Roadways (Sheets 1 & 2)
- F-1-A Cattle Guard Type A
- G-1-A-1 Guardrail Slope Treatment Types A & B
- G-1-E Guardrail Terminal Type 3 (Sheets 1 & 2)
- G-3-A Delineators And Installation
- H-1-B Sidewalk, Islands, and A.D.A. Curb & Gutters
- H-2-A Sidewalks & A.D.A. Facilities: New Consecution (Sheets 1 – 4)
- H-2-B Sidewalks & A.D.A. Facilities: Retrofit Applications (Sheets 1 – 4)
- H-5-A Mailbox Assemblies And Mounting Hardware
- H-5-B Mailbox Snow Shield
- I-8-D-2 Breakaway Sign Post Installation Type B-2
- I-9-A-1 B Post And Brace Angle Detail
- I-9-A-2 B Post And Brace Angle Detail
- I-12-D Standard Warning Signs
- P-1-B Temporary Erosion Control Barriers & Fence Devices (Sheets 1 & 2)
- P-1-C Erosion & Sediment Control Sediment Trap Basin
- P-1-D Temporary Erosion Control Diversion Devices & Sight Example
- P-1-E Erosion And Sediment Control Dikes & Swales
- P-1-F Erosion And Sediment Control For Temporary Roads
- P-1-H Temporary Erosion Control Inlet Protection
- P-2-A Permanent Erosion Control Gabions & Revet Mattresses

- P-2-B Erosion Control Rock Check Dams
- P-3-A Sediment Control Box (Catch Basin)
- P-3-B Water Pollution Control Sediment & Oil Trap
- P-3-E Erosion & Sediment Control Equipment Washdown

The following are changes reflected in drawings:

A-8 Standard Template

1. The roadway typical section titles were corrected.

C-1-A-1 Urban Concrete Pavement Details

1. The electronic file issue that was caused by the conversion from MicroStation V7 to V8 has been corrected.
2. The doweling details were change in accordance with the Materials Section's, request.
3. The Standard Drawing name was changed from C-1-A to C-1-A-1.

C-1-A-2 Manhole Collars (PCC Pavement Roundouts) (Sheets 1 & 2)

1. This is a new Standard Drawing.

C-1-B Doweled Concrete Pavement Details (Sheets 1 Through 3)

1. The doweling details were change in accordance with the Materials Section's, request.
2. Sheet 1 of 3, Detail for "Alignment Tolerance for Pavement Dowel Bars" changed to show a bar length of 18" as opposed to 20".
3. Sheet 1 of 3, Sub-Note *c changed from "D/2 +/- 1" to "T/2 +/- 1"
4. The electronic file issue that was caused by the conversion from MicroStation V7 to V8 has been corrected.

C-1-C Ramp Gore Details (Sheets 1 & 2)

1. The doweling details were change in accordance with the Materials Section's, request.
2. The electronic file issue that was caused by the conversion from MicroStation V7 to V8 has been corrected.

C-2-B Shoulder Rumble Strips For Two-Way Roadways Options A&B (Sheets 1 & 2)

1. The Standard Drawing was revised by adding an additional sheet to show rumble strip placement details for various lane configurations.
2. The gap for bicycle was increase to meet the minimum of 12 ft gap given in bicycle guidance literature.
3. The detail for the gap in rumble strips for cross-walk considerations was added.

C-2-C Centerline Rumble Strips For Two-Way Roadways (Sheets 1 & 2)

1. This is a new Standard Drawing.

F-1-A Cattle Guard Type A

1. Note 3 has been changed to refer to specific sections of ITD Standard Specifications instead of a specific paint specification.

G-1-A-1 Guardrail Slope Treatment Types A & B

1. Note 1 reference to a 7' 2" post was changed to read 7' 4" post.

G-1-E Guardrail Terminal Type 3 (Sheets 1 & 2)

1. The title block was changed to refer to Standard Drawing H-1-A instead of H-1.

G-3-A Delineators And Installation

1. The number of holes in the steel delineator post has been changed from 26 minimum to 26 total.
2. The Horizontal Curve post spacing chart has been changed from degree of curve spacing designation to curve radius spacing designation.
3. Note 9 updated to reflect a reference to concrete barrier standard drawings.
4. Directional arrow on detail for delineators mounting was changed to clarify the detail.

H-1-B Sidewalk, Islands, And A.D.A. Curb & Gutters

1. NOTE 5 was added to the drawing: "SIDEWALKS IN PEDESTRIAN ACCESS ROUTES THAT ARE LESS THAN 5.0' IN CLEAR WIDTH SHALL PROVIDE PASSING SPACES AT INTERVALS OF 200' MAXIMUM. PEDESTRIAN ACCESS ROUTES AT PASSING SPACES SHALL BE 5' WIDE FOR DIST OF 5' MIN"
2. Unreferenced dimension lines between Section 2-A and 5-A were deleted.

H-2-A Sidewalks & A.D.A. Facilities: New Consecution (Sheets 1 – 4)

1. Some text weight discrepancies were corrected.
2. The size of wheel chair landings were designated an absolute minimum dimension of 4'X4' and an absolute maximum slope in any direction of 2%. See NOTE 9.
3. Note 14 was changed to indicate the maximum cross-slope on ramps is to be 2%. Note 14 reference was inserted into the legends.

H-2-B Sidewalks & A.D.A. Facilities: retrofit applications (sheets 1 – 4)

1. The drawing of the Type R-B3 ADA ramp and landing detail was corrected to show the correct ADA 4' minimum dimension.
2. The line going to the back of the curb needed to go to the front of the curb to furnish the required ADA landing area of 4' by 4' absolute minimum.
3. Note 13 was modified to reflect guidance given in the PROWAG related to diagonal curb ramps.

H-5-A Mailbox Assemblies And Mounting Hardware

1. Corrected NOTE 1 to reference ASTM with B 695 instead of B 454 (testing method B 454 withdrawn in 1981 and replaced with B 695).
2. Corrected NOTE 4: Change "galvanized" to "fabricated". ASTM A 568 is "The Standard Specification for Steel, Sheet, Carbon Structural, High strength, low alloy, hot rolled & cold rolled, general requirements for".

H-5-B Mailbox Snow Shield

1. Corrected NOTE 1 to reference Standard Drawing H-5-A instead of H-4-A.

I-8-D-2 Breakaway Sign Post Installation Type B-2

1. A spelling error and a number error have been corrected in the Coupling Assembly notes.

I-9-A-1 B Post And Brace Angle Detail

1. The post sizes in the header of the Brace Angle Specifications Table have been corrected.

I-9-A-2 B Post And Brace Angle Detail

1. The B-4 post V Dimension has been corrected to 6" in the table on right side of sheet.

I-12-D Standard Warning Signs

1. The W3-5, speed reduction ahead sign with the speed limit face has been added.
2. Sign faces have been placed by sign numbers.
3. The text version of the speed reduction ahead sign has had the sign number changed to W3-5T.
4. In note 2, the diameter of the mounting holes has been corrected to 3/8" from 3/4".
5. In note 3 added "such" before the "as" in line 4.
6. Added note 4.

P-1-B Temporary Erosion Control Barriers & Fence Devices (Sheets 1 & 2)

1. Addition of note #4 "SILT FENCES SHALL BE IN CONFORMANCE WITH SECTION 718.09 OF THE IDAHO STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION."
2. Addition of a second sheet, moved wattles (sediment retention fiber rolls) to this sheet.
3. Addition of detail and notes for compost sock
4. Addition of overlapping detail for fiber wattle/compost sock
5. Correction and expansion of spacing table
6. Edit of note # 6 (now Note #7) on page 1 of 2 to place end of wattles/socks upward instead of downward (this is based on industry recommendations of the Erosion Control Technology Council)
7. Addition of note #8; "Remove sediment from the upslope side of compost socks and fiber wattles when accumulation has reached 1/2 of the effective height of the roll."
8. Addition of channel application.

P-1-C Erosion & Sediment Control Sediment Trap Basin

1. Clarification on slopes. Section B-B change from 2:1 to 2H:1V. Section A-A change from 1V:2H to 2H:1V
2. Note # 2, change 4.95 acre to 5 acre
3. Addition of note in Section A-A: "RIPRAP/EROSION CONTROL GEOTEXTILE FABRIC SHALL BE TYPE II IN CONFORMANCE WITH SUBSECTION 718.06 OF THE ITD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE SUPPLEMENTAL SPECIFICATIONS"
4. Addition of note: RIPRAP/EROSION CONTROL GEOTEXTILE FABRIC COVERED WITH RIPRAP IN CONFORMANCE WITH SUBSECTION 711.04 OF THE ITD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE SUPPLEMENTAL SPECIFICATIONS

P-1-D Temporary Erosion Control Diversion Devices & Sight Example

1. Removal of note: "Mini benching, permanent erosion control" from the Site Example. Mini benching was previously moved to the "A" series drawings and is no longer part of the "P" series drawings. In addition, seed & mulch or erosion blankets (liquids or rolls) are a much better BMP.
2. Addition of "H" and "V" to slope drain note on Site Example
3. Note 2, addition of wording "rock size and type, and liner" was added to be determined by design note

P-1-E Erosion And Sediment Control Dikes & Swales

1. Detail "Interceptor Dike" addition of flow direction arrow

P-1-F Erosion And Sediment Control For Temporary Roads

1. Addition of note #6, reference to tire wash on standard drawing sheet P-3-E
2. Addition of detail for construction entrance perpendicular to existing pavement
3. Ballast Detail Change: Changed to 12" aggregate for granular subbase, max allowable size of 6"
4. Edit of note # 4 to reflect change to aggregate granular subbase instead of 2" stone

P-1-H Temporary Erosion Control Inlet Protection

1. Addition of pre-manufactured sediment filters detail.

P-2-A Permanent Erosion Control Gabions & Revet Mattresses

1. Detail Section B-B
2. Change of "*" to a diameter symbol
3. Notes - #6, change of "*" to a diameter symbol

P-2-B Erosion Control Rock Check Dams

1. Removal of "Permanent" from the title

P-3-A Sediment Control Box (Catch Basin)

1. Complete redesign – simplification of design to make it more generic. Detailed drawing from manufacturer must be submitted

P-3-B Water Pollution Control Sediment & Oil Trap

1. Complete redesign – simplification of design to make it more generic. Detailed drawing from manufacturer must be submitted

P-3-E Erosion & Sediment Control Equipment Washdown

1. Addition of tire wash detail, and note (#3)
2. Change of ballast detail to 12" of aggregate for granular subbase, instead of 3"-4" top dressing of 2" stone, and 6-8" compacted fractured stone.

December 21, 2010

The following drawings have changed:

- A-9ITD Roadway Nomenclature Location & Examples
- A-10 Parabolic Crown
- A-11 Urban Parkway Section (Low Speed Design)
- A-12 Suburban Parkway Section (High Speed Design)
- D-1-A Runoff Drain or Embankment Protector
- D-1-B Runoff Drain or Embankment Protector with Slotted Drain
- D-12 Conduit Installation for New Roadways & Approaches
- E-6-G Conduit Installation for New Roadways & Approaches
- E-7 Manhole Type A
- E-9 Standard Manhole Frame, Cover, & Concrete Collar
- F-2-A Standard Barbed, Woven, Mesh, Combination Wire Fences, & Fencing Details
- G-1-A-1 Guardrail Slope Treatment Types A & B
- G-1-A-2 W-Beam Guardrail Installation Assemblies
- G-1-A-3 W-Beam Guardrail Post, Blockouts, & Hardware
- G-1-A-5 Thrie Beam Guardrail
- G-1-B Guardrail Terminals Type 1 & 1-A
- G-1-C-1 Guardrail Terminal Type 2-A, With 10:1 or Flatter Foreslope
- G-1-C-2 Guardrail Terminal Type 2-B for Less Than 10:1 to 6:1 Foreslope
- G-1-E Guardrail Terminal Type 3
- G-1-F-2 Guardrail Terminal Type 5 Alternate "B"
- G-1-G Guardrail Terminal Type 6 Options 1, 2, & 3 (Bullnose Guardrail System)
- G-1-H Guardrail Terminals Type 7 & 8
- G-1-I Guardrail Terminal Type 11
- G-1-K Guardrail Terminal Type 9
- G-1-L Guardrail Installation for Minor Structures & Large Culverts.
- G-1-M Guardrail Terminal Type 10
- G-1-N Guardrail Terminal Type 12
- G-2-A Concrete Barrier & Terminal Type A
- G-2-A-1 20' Concrete Barrier
- G-2-A-2 10' Concrete Barrier
- G-2-C Concrete Parapet to Thrie Beam Connector
- G-2-E Concrete Transition Barrier
- K-7 Methods of Planting Trees and Shrubs
- P-1-A Temporary Erosion Control Slope Drains
- P-1-B Temporary Erosion Control Erosion Dams, Barriers, & Fence Devices
- P-1-C Temporary Erosion Control Sediment Trap
- P-1-D Temporary Erosion Control Diversion Devices & Site Example
- P-1-E Temporary Erosion control Earth Berms/Dikes & Swales
- P-1-F Temporary Erosion Control for Temporary Roads
- P-1-G Temporary Erosion Control Siltation Berm & Stabilized Construction Entrance
- P-1-H Temporary Erosion Control Inlet & Basin Protection
- P-2-A Permanent Erosion Control Gabions & Revet Mattresses
- P-2-B Permanent Erosion Control Stone Filter Weirs/Berms/Dams

- P-2-C Permanent Erosion Control Slope & Channel Protection
- P-2-D Temporary Erosion Control Erosion Dams, Barriers, & Fence Devices
- P-2-F Permanent Erosion Control Culvert Outlet Protection
- P-3-E Water Pollution Control Equipment Washdown
- P-4-A Sediment Control Sediment Basin
- P-4-B Sediment Control Grassed Swale & Wattling
- P-5-A Hazardous Materials Containment Petroleum Storage
- P-5-B Temporary Concrete Washout

The following are changes reflected in drawings:

A-9 ITD Roadway Nomenclature Location & Examples

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

A-10 Parabolic Crown

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

A-11 Urban Parkway Section (Low Speed Design)

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.
2. Edge of Traveled Way designation on Typical Section drawing move from the lip of gutter to its proper place.

A-12 Suburban Parkway Section (High Speed Design)

1. Edge of Traveled Way designation on Typical Section drawing move from the lip of gutter to its proper place.

D-1-A Runoff Drain or Embankment Protector

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

D-1-B Runoff Drain or Embankment Protector with Slotted Drain

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

D-12 Conduit Installation for New Roadways & Approaches

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

E-6-G Conduit Installation for New Roadways & Approaches

1. Note 1 reference to ASTM C478 changed to ASTM C913.

E-7 Manhole Type A

1. Minor changes made to patterns and drawing.

E-9 Standard Manhole Frame, Cover, & Concrete Collar

1. Minor changes made to patterns and drawing.

F-2-A Standard Barbed, Woven, Mesh, Combination Wire Fences, & Fencing Details

1. Minor changes made to patterns and drawing.

G-1-A-1 Guardrail Slope Treatment Types A & B

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.
2. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-A-2 W-Beam Guardrail Installation Assemblies

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-A-3 W-Beam Guardrail Post, Blockouts, & Hardware

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-A-5 Thrie Beam Guardrail

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-B Guardrail Terminals Type 1 & 1-A

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.
2. Note added to Terminal Type 1-A, Steel Tub Foundation, detail that post should be a modified BCT post.

G-1-C-1 Guardrail Terminal Type 2-A, With 10:1 or Flatter Foreslope

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-C-2 Guardrail Terminal Type 2-B for Less Than 10:1 to 6:1 Foreslope

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-E Guardrail Terminal Type 3

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.
2. On sheet 2 of 2, Elevation View, corrected dimension from the edge of shoulder to the parapet from 1' - 4" to 1' - 8".
3. Symmetric transition changed to an asymmetric transition (see standard drawing G-1-A-5).
4. Sheet 1 of 2, Type 3 Wood Blockout Details, note added to detail to toe nail the blockout.

G-1-F-2 Guardrail Terminal Type 5 Alternate "B"

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.
2. Post spacing measurements removed from drawing. Manufacture specification governing installation.
3. Change notes to reflect installation to be done as per manufactures specifications.

G-1-G Guardrail Terminal Type 6 Options 1, 2, & 3 (Bullnose Guardrail System)

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-H Guardrail Terminals Type 7 & 8

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-I Guardrail Terminal Type 11

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.
2. Removed "BCT POST" from note 7. The BCT post has been modified from the standard highway barrier hardware guide to accommodate the 2" rail height change. See G-1-A-3 for modified post dimensions.
3. Changed sub-note *f to reflect Modified BCT Post.

G-1-K Guardrail Terminal Type 9

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-L Guardrail Installation for Minor Structures & Large Culverts.

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.
2. Note 4 reference to "H-1" changed to "H-1-A."
3. Note 5 added: THE 3 POST ON EITHER SIDE OF OPENING NEED TO MAINTAIN A MINIMUM 3'4" EMBEDMENT DEPTH. TO ACHIEVE THIS EMBEDMENT DEPTH, MOUNT RAIL AND BLOCKOUTS FLUSH WITH THE TOP OF THE POSTS WHILE KEEPING A 29" TOP OF RAIL HEIGHT.

G-1-M Guardrail Terminal Type 10

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-1-N Guardrail Terminal Type 12

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.

G-2-A Concrete Barrier & Terminal Type A

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

G-2-A-1 20' Concrete Barrier

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

G-2-A-2 10' Concrete Barrier

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.

G-2-C Concrete Parapet to Thrie Beam Connector

1. Rail height changed in response to May 17, 2010 FHWA Memorandum HSSD, regarding Roadside Design: Steel Strong Post W-beam Guardrail.
2. On the elevation the Bolt hole dimension is listed as 3-1/2". The dimension should be 3-13/16".

G-2-E Concrete Transition Barrier

1. Subgrade/Ballast/Roadbed callouts were changed to match the Materials Manual and ITD Standard Specifications.
2. Title block requirement for Standard Drawing G-2-A corrected.

These drawings are being changed for unit conversions to English and to meet current standards relating to storm water control on projects.

- K-7 Methods of Planting Trees and Shrubs
- P-1-A Temporary Erosion Control Slope Drains
- P-1-B Temporary Erosion Control Erosion Dams, Barriers, & Fence Devices
- P-1-C Temporary Erosion Control Sediment Trap
- P-1-D Temporary Erosion Control Diversion Devices & Site Example
- P-1-E Temporary Erosion control Earth Berms/Dikes & Swales
- P-1-F Temporary Erosion Control for Temporary Roads
- P-1-G Temporary Erosion Control Siltation Berm & Stabilized Construction Entrance
- P-1-H Temporary Erosion Control Inlet & Basin Protection
- P-2-A Permanent Erosion Control Gabions & Revet Mattresses
- P-2-B Permanent Erosion Control Stone Filter Weirs/Berms/Dams
- P-2-C Permanent Erosion Control Slope & Channel Protection
- P-2-D Temporary Erosion Control Erosion Dams, Barriers, & Fence Devices
- P-2-F Permanent Erosion Control Culvert Outlet Protection
- P-3-E Water Pollution Control Equipment Washdown
- P-4-A Sediment Control Sediment Basin
- P-4-B Sediment Control Grassed Swale & Wattling
- P-5-A Hazardous Materials Containment Petroleum Storage
- P-5-B Temporary Concrete Washout

September 24, 2010

The following drawings have changed:

H-1-A	Curbs, Gutters, Traffic Separators, & Raised Channelization End Treatment
H-1-B	Sidewalks, Islands, and A.D.A. Curb & Gutter
H-2-A	Sidewalks & A.D.A Facilities: New Construction
H-2-B	Sidewalks & A.D.A Facilities: Retrofit Applications
H-2-C	Sidewalks & A.D.A. Pedestrian Pushbutton Details
H-3	Urban Approaches And Sidewalk
H-5-A	Mailbox Assemblies & Mounting Hardware
H-5-B	Mailbox Snow Shield
I-5	Loop Detectors 10 ft/sec ² Deceleration Rate
I-6-A	Mast Arm Traffic Signal Poles
I-6-B	Frangible Cast Base Traffic signal Pole
I-7-C	Mastarm Signal Pole, Lighting Pole and Pedestrian Pole Foundation Details
I-8-D-1	Breakaway Sign Post Installation Type B-1
I-8-D-2	Breakaway Sign Post Installation Type B-2, B-3, & B-4
I-8-D-3	Breakaway Sign Post Installation
I-9-A-1	B Post and Brace Angle Detail
I-9-A-2	B Post and Brace Angle Detail
I-9-B	Cardinal Route Marker Assemblies
I-21-A	Standard Pavement Markings for Arterial and Collector Roadways
R-1-A	Highway - Railroad Grade Crossing Signal Type 1
R-1-B	Highway - Railroad Grade Crossing Signal Type 2

The following are changes reflected in drawings:

H-1-A Curb, Gutters, Traffic Separators, & Raised Channelization End Treatments

1. Additional curb sections were needed to address A.D.A. issues. Standard drawing designation changed from "H-1" to "H-1-A" to cover non-A.D.A. curb sections, while drawing "H-1-B" was created for A.D.A. related curb sections.
2. Note 3 was modified to allow for pining of curb sections.
3. Electronic drawing file was updated from Microstation V7 to V8.

H-1-B Sidewalks, Islands, and A.D.A. Curb & Gutters

1. Drawing H-1-B was created to address curb & gutter sections that are associated with A.D.A. sidewalk and ramp details.

H-2-A Sidewalks & A.D.A Facilities: New Construction

1. "H-2-A Urban Approches & Concrete Sidewalk" changed to "H-2-A Sidewalks & A.D.A Facilities: New Construction." Existing drawing "H-2-A," relating to urban approaches, will now be "H-3." Existing drawing "H-2-B" relating to A.D.A. curb features now designated as "H-2-A."
2. Drawings modified to better reflect best management practices associated with ADA guidelines/law.
3. Electronic drawing file was updated from Microstation V7 to V8.

H-2-B Sidewalks & A.D.A Facilities: Retrofit Applications

1. Drawing created to address retrofit applications relating to sidewalk pedestrian ramps features.

H-2-C Sidewalks & A.D.A. Pedestrian Pushbutton Details

1. Drawing created to address new construction and retrofit applications relating to pedestrian pushbuttons and clear space requirements next to the pushbuttons.

H-3 Urban Approches & Concrete Sidewalk

1. Drawing previously "H-2-A." Drawing designation changed to better keep vehicle approach details together (i.e. H-4-A Rural Approches)
2. Drawings modified to better reflect best management practices associated with ADA guidelines/law.
3. Electronic drawing file was updated from Microstation V7 to V8.

H-5-A Mailbox Assemblies & Mounting Hardware

1. Call outs for the mail box types is modified to be more consistent between drawings and notes.
2. Electronic drawing file was updated from Microstation V7 to V8.

H-5-B Mailbox Assemblies & Mounting Hardware

1. Call outs for the mail box types is modified to be more consistent between drawings and notes.
2. Electronic drawing file was updated from Microstation V7 to V8.

I-5 Loop Detectors 10 ft/sec² Deceleration Rate

1. Removed the third turn from the Loop #1.
2. Removed the third cable from Method A (Existing Pavement), Method B New (Construction Multiple courses or Overlay Existing Single Courses) and Method C (New Construction Single Course).
3. Added Method D (Concrete Construction).
4. Revised the note to read TYP. 2" Plastic Conduit to Cabinet or Junction Box in the Junction Box and Conduit Detail.

I-6-A Mast Arm Traffic Signal Poles

1. The four section vehicle signal head has replaced the five section vehicle signal head (Dog House).
2. View A-A, Revised callout to Wire Entrance, Drill Pole to Accept Casting.
3. Changed the Pedestrian Signal Head Face. Changed to a countdown face.
4. Added the pushbutton clears space callout.
5. Added in the title block Requires Standard Drawing H-2-C.

I-6-B Frangible Cast Base Traffic signal Pole

1. Changed the title to Frangible Cast Base Traffic signal Pole.
2. Note 7 – Added concrete in front of the word foundation.
3. Typical Signal Pedestal Connector Installation – Changed clip to loop in call out beginning with Tension and change the line style to solid in the foundation for the tension loop.
4. Added the pushbutton clears space callout.
5. Added in the title block Requires Standard Drawing H-2-C.

I-7-C Mastarm Signal Pole, Lighting Pole and Pedestrian Pole Foundation Details

1. Note #3 Changed reinforcement steel to the word Rebar.
2. Note #10 has been revised because of changes to the Idaho Standard Specifications.
3. Added the Slip Plane callout to the breakaway couple diagram.
4. Added an asterisk to the slip plane and the to the slip plane callouts in the diagrams.

I-8-D-1 Breakaway Sign Post Installation Type B-1

1. This is a new Standard Drawing for the Type B-2 steel sign post.

I-8-D-2 Breakaway Sign Post Installation Type B-2, B-3, & B-4

1. Removed the Type B-2 steel sign post from this Standard Drawing.
2. The Type B-3 steel sign post size change to a 5" X 5" Square Tube.
3. The Type B-4 steel sign post size change to a 6" X 6" Square Tube.
4. The break-away device has been increased to larger size.
5. The reasons for the above changes are the 6" X 4" steel sign post and the 8" X 4" steel sign post weights, pounds per foot, were too heavy for the couplings used on the break-away device depicted on the current Standard Drawing I-8-D-2 and the increase in the AASHTO wind loading.
6. Increased the diameter of the foundation to 30" for adequate clearance between the rebar cage and the anchors.
7. This will be a Type A-1 foundation and the Materials Quantities have been changed.
8. Removed redundant information.
9. Revised Notes and some of the installation notes.
10. Define anchor washer with a call out on the drawing.

I-8-D-3 Breakaway Sign Post Installation

1. Corrected several spelling errors.
2. Note 1 – Deleted the under bars after Type B.
3. Added that Standard Drawing I-8-D-1 OR to the title block.
4. Deleted note 6 and revised Note 5 to read; Sign faces 36" or over in width shall have brace angles.
5. Notes 7 & 8 are now Notes 6 & 7.
6. Revised Note 7 to read; within 30' of the travel way. Instead of reading; the clear zone.

I-9-A-1 B Post and Brace Angle Detail

1. Deleted the Typical Light Pole Clip Angle Attachment. There several commercial clamps and brackets available.
2. Typical of Sign Mounts – Change 6" X 4" to 5" X 5" and 8" X 4" to 6" X 6" posts.
3. Note 4 - Added I-8-D-1 to the note.
4. Placed the Typical Hole detail on the bottom and the Typical Slot detail on top.
5. Rotated the two top views.
6. Note 4 - Added I-8-D-1 to the note.
7. Added 2X symbol to the welding callout on the typical light pole sign clip attachment detail.

I-9-A-2 B Post and Brace Angle Detail

1. Added the top post clip detail and bottom clip detail for the B-3 post (5" X 5") and the B-4 post (6" X 6") due to post size change.
2. There are two dimension tables for the top clip. One for the B-2 post and one for the B-3 and B-4 posts.
3. Changed the weights for the B-3 post and B-4 post in the weight schedule.
4. Note 1 - Added I-8-D-1 to the note.
5. Added welding symbol to left side of the side view for the Type B-2, B-3, and B-4 Posts.
6. Changed to the dimensions on the top view of the B-2 post to match the dimension table.
7. Changed the washer callout on the Type B-2 side view to 3/8" X 7/8" flat washer.

I-9-B Cardinal Route Marker Assemblies

1. The top view and Sec. AA were revised for the 4" X 3" post.
2. The top view was section A-A and section B-B remained on the 5" X 5", three route marked assembly.
3. The post size was changed to a 5" X 5" from the 4" X 6".
4. Corrected some minor errors.
5. Removed unnecessary dimension lines.
6. Added that Standard Drawing I-8-D-1 OR to the title block

I-21-A Standard Pavement Markings for Arterial and Collector Roadways

1. Changed the order of precedence for the left turn layout. Place the gap layout on top and then the reverse curve layouts underneath.
2. Added the Layout for the paint truck setup drawing and related information.
3. The offset nose is now optional.
4. Changed the 4"-6" to 4", 5" or 6" in several places on the drawing.
5. Added to the 10' and 12' median layout width $W = 10'$ or $12'$.
6. Added to the 14' and 16' median layout width $W = 14'$ or $16'$.
7. Moved Detail "A" and placed leader lines to typical plan view (Median) and typical plan view (Two-Way Left Turn Lane).

R-1-A Highway - Railroad Grade Crossing Signal Type 1

1. Gate arm stripes have been changed to vertical strips from 45 degree diagonal stripes.
2. Note 7 – Changed 45 degree diagonal stripes to vertical stripes.

R-1-B Highway - Railroad Grade Crossing Signal Type 2

1. Gate arm stripes have been changed to vertical strips from 45 degree diagonal stripes.
2. Note 7 – Changed 45 degree diagonal stripes to vertical stripes.

August 28, 2009

The following drawings have changed:

A-1	Freeway Grading
A-2	Rural Principal Arterial Grading
A-3	Rural Minor Arterial Grading
A-4	Rural Major Collector Grading
A-6	Typical Roadside Slope Treatment
A-8	Standard Template
I-6-B	Pedestal Traffic Signal Poles
S-1-A-1	Topography (1)
S-1-A-2	Topography (2)
S-1-B-1	Utilities (1)
S-1-B-2	Utilities (2)
S-1-C-1	Right of Way (1)
S-1-C-2	Right of Way (2)

Standard Drawings A-1, A-2, A-3, A-4, A-6, and A-8

1. Changes to the definition of "subgrade" prompted the changes to these drawings. All references to subgrade as the surface between the pavement structure and the subgrade have been changed to "Roadbed".
2. Minor note that had no significance to these drawings were eliminated.
3. These drawings were ported over to MicroStation V8

Standard Drawing I-6-B

1. The callout for nonfused single pole connectors on the Typical Signal Pedestal Connector Installation detail has been changed to read nonfused breakaway single pole connectors.
2. Added missing callout - 5/8" diameter hole to Frangible Cast Iron Pipe Flange.
3. Deleted note 9.
4. Added top view of signal head for hazard identification beacon.
5. Added the "Sealed Closures Are Required" callout with leader lines to the top view of signal heads.
6. Corrected the mounting pole top bracket callout to read Pole Top Terminal Compartment Bracket for the Pedestrian Signal detail.

Standard Drawing S-1-A-1 , S-1-A-2, S-1-B-1, S-1-B-2, S-1-C-1, and S-1-C-2

Drawings are pending changes to reflect current CADD standards and have been removed. In interim refer to the CADD Standards manual for appropriate levels and feature attributes.

February 24, 2009

The following drawings have changed:

- E-6-A Inlets & Catch Basins Types 1, 2, & 3
- E-6-B Inlets & Catch Basins Types 1A, 2A, & 3A
- E-6-C Inlets & Catch Basins Types 4 & 5
- E-6-D Catch Basins Types 6
- E-6-E E-6-E Catch Basins Types 7
- E-6-F Inlet Type 8
- G-1-A-3 W-Beam Guardrail Post, Blockouts, & Hardware
- G-1-E Guardrail Terminal Type 3
- G-2-F Interim Bridge Rail Retrofit

E-6-A Inlets & Catch Basins Types 1, 2, & 3

1. Drawing was updated to current CAD standards and split into two sheets.
2. Note on grate details specifying resistant welding requirement was removed.
3. Note 2, changed "ASTM C478" to "ASTM C 913"

E-6-B Inlets & Catch Basins Types 1A, 2A, & 3A

1. Drawing was updated to current CAD standards and split into two sheets.
2. Note on grate details specifying resistant welding requirement was removed.
3. Note 2, changed "ASTM C478" to "ASTM C 913"

E-6-C Inlets & Catch Basins Types 4 & 5

1. Drawing was updated to current CAD standards.
2. Note on grate details specifying resistant welding requirement was removed.
3. Note 2, changed "ASTM C478" to "ASTM C 913"

E-6-D Catch Basins Types 6

1. Drawing was updated to current CAD standards.
2. Note on grate details specifying resistant welding requirement was removed.
3. Note 1, changed "ASTM C478" to "ASTM C 913"

E-6-E Catch Basins Types 7

1. Drawing was updated to current CAD standards and split into two sheets.
2. Note on grate details specifying resistant welding requirement was removed.
3. Note 1, changed "ASTM C478" to "ASTM C 913"

E-6-F Inlet Type 8

1. Drawing was updated to current CAD standards and split into two sheets.
2. Note 1, changed "ASTM C478" to "ASTM C 913"

G-1-A-3 W-Beam Guardrail Post, Blockouts, & Hardware

1. Drawing was updated to current CAD standards.
2. Sheet 1, W-Beam Terminal Connector detail, removed center hole from drawing.

G-1-E Guardrail Terminal Type 3

1. Drawing was updated to current CAD standards.
2. Sheet 2, Post No. 9 detail, steel post notes changed "W6x9x6'-9" to "W6x9x6'-0"
3. Sheet 2, Post No. 9 detail, steel post notes changed ""Steel Post & Thrie Beam Tube Blockout" to "Standard Steel Post, Wood Blockout."

G-2-F Interim Bridge Rail Retrofit

Discontinued Drawing, removed from active drawings.