

**DATE:** January 27, 2025

**TO:** Standard Plan Book Holders

**FROM:** Kristin Schuster, P.E.

**SUBJECT:** Standard Plans R-28-K, R-29-J, R-88-E, R-110-B, R-112-J, & 127-H

The Michigan Department of Transportation has revised the subject standards as follows:

- |                       |  |
|-----------------------|--|
| Standard Plan R-28-K  | Revised the maximum sidewalk cross slope from 2% to 2.1% and the term “practicable” to “feasible” to match the final ruling of the Public Right of Way Accessibility Guidelines (PROWAG).  |
| Standard Plan R-29-J  | Revised the maximum sidewalk cross slope from 2% to 2.1% to match the Public Right of Way Accessibility Guidelines (PROWAG) final ruling.  |
| Standard Plan R-88-E  | Eliminated the “C” dimension (to match the 2020 Standard Specifications for Construction) as this length of culvert is no longer paid for in the cost of the steel end section.  |
| Standard Plan R-110-B | Extended the width of the aggregate base 12” beyond the edge of the shoulder pavement for new construction or reconstruction (sheet 2).  |
| Standard Plan R-112-J | For non-freeway shoulders, eliminated the use of standard corrugations in favor of sinusoidal corrugations (mumble strips). On sheet four, added back the non-freeway shoulder corrugation layout detail. Clarified a note on the note sheet regarding the placement of corrugations in ramps areas. Revised the offset from a shoulder or centerline corrugation to the outside rail of railroad tracks from 25’ to 50’. Eliminated centerline corrugation gaps at commercial drives. |
| Standard Plan R-127-H | Revised the location of the beginning of red-backed delineators, along the outside shoulders of weave/merge lanes to the location of the red-backed delineators on the median side of the roadway, or to the prior ramps 2’ gore point, whichever requires fewer delineators. Also, added median side (yellow) delineators across from, and matching the outside shoulder (white) delineators on freeways and divided highways where the posted speed is at least 55 mph.              |

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Special Instructions:

For those choosing to maintain a loose-leaf hard copy of the Standard Plans, the following assembly instructions are provided. In addition to removing and replacing the appropriate standard plans with the enclosed revisions, remove standard plans R-44-F, R-50-G, R-54-I, R-55-G, R-97-C, B-21-J, B-25-K, B-26-F, B-27-A, B-102-C, B-103-E (a special detail has superseded these plans) and B-39-C (obsolete plan).

*Note that in some cases it may be necessary to retain the outdated plans until all projects using the superseded plans have been completed.*

Questions regarding revisions to the road details can be directed to  
[MDOT-Road-Design-Standards@michigan.gov](mailto:MDOT-Road-Design-Standards@michigan.gov).

Questions regarding revisions to the bridge details can be directed to  
[MDOT-Bridge-Design-Standards@miching.gov](mailto:MDOT-Bridge-Design-Standards@miching.gov).

Sincerely,

Kristin Schuster, P.E.  
Engineer of Design

Enclosures

cc: V. Zokvic  
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BOD:DD:QA:WKP: