

Design Standards Letter

Letter Number: **D-1987-05**

Letter Date: **03/23/1987**

Effective Date: **03/23/1987**

Section/Plan No.: **D4-08, D8-04**

Subject: **Revision to Volume I, Chapter II, Table of Contents; Chapter IV, Section 4-08; and Figure 8-04.4.**

Body

Attached are copies of a revision to Volume I, Chapter II, Table of Contents; Chapter IV, Section 4-08; and Figure 8-04.4.

Contents Volume I - Revision date changed to reflect latest changes.

Table of Contents, Chapter II - "Chapter III" in title has been changed to read "Chapter II". You received this Table of Contents in Design Manual Letter No. 4 with the incorrect title.

Section 4-08.2(1) - Instructions for extent of clearing has been added for roadways with clear zones and sufficient clearance for equipment to construct such items as ditches and levees has been added.

Section 4-08.3(1)(a) - Has been changed to indicate that undergrading "to be shown on Summary of Quantities and Estimates (SP-303)" instead of "the remark section of the 2A sheet."

Section 4-08.3(1)(b) - "Borrow area must be cleared by a staff archaeologist before purchased" has been added.

Section 4-08.3(1)(c) - "These factors are not shown on the plans" has been added to the end of the paragraph titled, "SHRINKAGE AND SWELL FACTORS".

Section 4-08.3(1)(d) - The statement ".. no payment is to be made for overhaul" has been changed to read "... no direct payment is to be made for overhaul."

Section 4-08.3(2) - The following statement has been added "Linear grading can be used on plans for all systems, provided that the roadway is not to be compacted to a specified density."

Section 4-08.3(2)(a) & (b) - The first sentence has been removed.

Section 4-08.4(2) - "Payment for compaction under this section will not be made" has been replaced with "No direct payment will be made for compaction under this specification."

The figure for Section 4-08 had no revisions.

Figure 8-04.4 - The plaque for sign W03-3 has been removed. The distance from the temporary stop bars to the signal has been changed to read 50 feet. The distance from the traffic signal to the first drum has been changed to read 200 feet. The distance from the end of the concrete barrier to the traffic signal has been changed to read 250 feet.