

Design Standards Letter

Letter Number: D-1999-11

Letter Date: 07/01/1999

Effective Date: 07/01/1999

Section/Plan No.: D2-05, D4-04, D5-05, D8-04, D2-03.1, D2-05.2, D4-03.5, D9-10.2

Subject: Sections 2-05, 4-04, 5-05, and 8-04, Figures 2-03.1, 2-05.2, 4-03.5, and 9-10.2

Body

Enclosed are English and metric revisions to the Design Division's *Project Development Manual* for the above noted sections and figures. Except where noted, all revision dates are 7-1-99. Revisions are summarized as follows:

Contents, Volume I. Revision date changed to 7-1-99 for the Contents sheet and Sections 2-05 and 4-04.

Figure 2-03.1. Removed the Bureau of Mines from the list of agencies.

Section 2-05, Value Engineering Policies and Procedures. Revised Subsection 2-05.4, fourth sentence, to include the location study/environmental document preparation timeframe as an acceptable time to initiate a VE study.

In Subsection 2-05.5, inserted third sentence stating that the VEF will lead studies as needed to meet the demands of the VE program.

Figure 2-05.2. Inserted fifth bullet stating that the VEF will lead studies as needed to meet the demands of the VE program.

Figure 4-03.5. Revised as per General Letter No. 6, 1999.

Section 4-04, Basic Design Criteria. In Subsection 4-04.5 (2), made minor revisions to fourth and fifth sentences to include sloped end crashworthy end terminals as acceptable end treatment for concrete barriers. Please note the change in wording from "preferred" to "required" within this sentence. Also lowered the posted speed limit (40 mph) where barrier height transitions can be used.

Contents, Volume II. Revision date changed to 7-1-99 for the Contents sheet and Sections 5-05 and 8-04.

Table of Contents, Chapter V. Added subsection titles in conjunction with revisions to

Section 5-05.

Section 5-05, Bridge Rehabilitation and Miscellaneous Structures. Added Subsection 5-05.3 (3). **PLEASE REVIEW THIS SUBSECTION CAREFULLY.**

Section 8-04, Traffic Control Plan. In Subsection 8-0-4.2 (1) (c), lowered the speed reduction to 25 km/h (15 mph).

Figure 9-10.2. This figure has been metricated.

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