

# Design Standards Letter

Letter Number: **G-1961-22**

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Effective Date: **03/22/1961**

Section/Plan No.: **None**

Subject: **Revised Standard Drawings 80.47 and 72.30 - 72.34 (5 Sheets) and New Standard 48.31**

## Body

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**TO ALL DIVISION, DISTRICT AND URBAN ENGINEERS:**

**We are mailing under separate cover several 8 1/2" x 11" copies of the following standard drawings:**

**Standard 48.31 Standard Approach Slab for Bridges. This is a new drawing to provide for a type of approach slab to be used at the lower end of a bridge on a grade where drainage is not provided for by scuppers or weepholes on the bridge. If the bridge is constructed on a vertical curve and there is appreciable drainage in both directions this type of approach slab should be specified at both ends of the bridge. The Standard Approach Slab shown on Standard Drawing 48.30 will be used where drainage is not a problem. The use of drain basins and surface drains at bridge ends is to be discontinued.**

**Standard 72.30 is a new drawing showing only Structural Steel Posts for Ground Mounted Signs. Post design revised to use 1' increments in length of posts above base plate. Footing revised by establishing the anchor bolt protrusion (Dimension E) and a variable "T" dimension which allows for from 1" to 1 1/4" adjustment with leveling nuts. Also established a variation of from 3" to 6" in the elevation of the footing. For design purposes assume a "T" value of 3" for all posts and a footing elevation above the upper slope of 3". Thus on construction it may be possible to use designed length of post, as scaled on cross-sections, by varying the footing elevation and taking advantage of the possible adjustment with the leveling nuts, with the result that the minimum, or two or three inches more than minimum, clearance will be obtained. The quantities of concrete for minimum depth of footing which caused some confusion, have been eliminated and the quantities for 1' and 1" depth are now shown. The tabulation shown on Figure 15.39 of the Design Manual can still be used.**

**Dimensional data for design posts has been added to this drawing.**

**Standard 72.31 is a new drawing showing typical sections, zee bar assembly details, and post spacing. For convenience the weight of 2 zee bar assemblies is listed for two post signs, and of 4 for 3 posts. On the typical sections showing two signs on one mounting, a minimum clearance of four feet to the lower sign has been added. Details shown on the old Drawing 12.31 are now shown on the 72.20 series.**

**Standard 72.32 Revised to show border and corner details, Street sign extrusion deleted.**

**Standard 72.33 Revised by addition of General Note No. 6 and deletion of aluminum alloy list. This is now covered by special provisions and Standard Specifications.**

**Standard 72.34 New drawing showing Delineator and Mile Post data, formerly shown on Drawing 72.26 and 72.31. Added data for spacing delineators on horizontal curves and interchanges. Delineators are now authorized for use on the ramps and throughways of Interchanges on the Interstate System, which do not have complete highway lighting and on narrow paved medians.**

**Standard 80.47 Type T, Drop Inlet, has been revised to provide for its use with either curb and gutter or integral curb. The standard also provides for both a 2'-6" x 2'-6" and 2'-6" x 3'-0" intake box. This makes it necessary to designate the size of Type T Drop Inlet on the plans. This revision will apply to all projects not under contract. Since the 2'-6" x 8'-0" size on the new standard has the same concrete and steel quantities as shown on the old standard the revision may be made by merely designating this size in the appropriate places on the plans being processed.**

**The 12" x 18" prints of these standards will be furnished upon request.**

**C. C. Tevis  
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