

Design Standards Letter

Letter Number: G-1962-22

Letter Date: 07/31/1962

Effective Date: 07/31/1962

Section/Plan No.: None

Subject: Standard Drawings

Body

ALL DIVISION , DISTRICT AND URBAN ENGINEERS:

We are furnishing you, under separate cover, with several 8 1/2" x 11" copies of the following Standard Drawings.

Standard 48.31 Standard Bridge Approach Slab for Bridge Roadway Drainage, has been revised to eliminate the use of pipe culverts in those areas where the mud-jacking of pavement is anticipated and to provide for a more economical design. The use of pipe culverts under approach slabs has proven to be a maintenance problem, due to mud-jacking operations. The 8" corrugated metal pipe shown on this Standard will adequately provide for the drainage encountered on the majority of bridges. In those exceptional cases where the bridge is of such size and design that the drainage will exceed the capacity of an 8" pipe, the Standard Drawing may be modified to provide for a pipe of greater diameter. Consideration should be given to the use of bituminous coated pipe in those areas where it is anticipated that the pipe will be subjected to excessive corrosion due to chemicals used for snow and ice removal.

Standard 48.31 Revised shall apply to all letting plans beginning with the October 25, 1962 Letting. Consideration shall be given to the elimination of pipe culverts under approach slabs where called for on all active contracts awarded prior to the October 25 letting and the application of Standard Drawing 48.31 Revised in lieu thereof, where practical.

Standard Drawing 70.15, Secondary Service Pole Mounted Substation, 120/240 and 480 Volt Multiple Circuits, is a new Standard to provide for the use of a common service pole for both highway lighting and traffic signal electrical power when applicable. This Standard is basically the same as Standard 70.12, except that the power supply assembly for traffic signals has been added to the service pole.

Additional copies of these Standards will be furnished upon request.

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