

# Design Standards Letter

**Letter Number: G-1964-01**

**Letter Date: 01/13/1964**

**Effective Date: 01/13/1964**

**Section/Plan No.: None**

**Subject: Standard Drawings**

## Body

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ALL DIVISION, DISTRICT AND URBAN ENGINEERS:

We are furnishing you under separate cover with several 8 1/2" x 11" copies of the following revised standard drawings.

Standard Drawing 82.00. Class A Underdrains, was revised to change the location of underdrains at bridge approach slabs to be 4' 0" from end of the approach slab. The standard for approach slabs now provides for a pavement thickness transition 4' 0" in length.

Standard Drawing 72.01. Sheet No. 1 of 5. A note was added under the "Pull-thru Blind Rivet" sketches, stating that "other types of rivet may be used, if approved by the engineer".

Standard Drawing 72.02. Sheet No. 5 of 11 and 72.04 Sheet 7 of 9. The quantity of bolts used in the stop sign panel was changed from 15 to 18 by eliminating the three bolts at the top of the sign, which were causing mounting difficulties, and using two rows of bolts which clear the post.

Standard Drawing 72.02. Sheet No. 6 of 11, and 72.04 Sheet No. 5 of 9. All outer road sign letters were changed from series "C" to series "D", and the DEAD END signs were removed from this standard because they will be Diamond shaped in the future, and probably installed by the Division of Traffic.

Standard Drawing 72.02. Sheet No. 11 of 11. The type SHRS (Black on White) arrows, shown at the bottom of Route Marker Assemblies "D" and "J" were changed to type SHRR (White on Blue), since they indicate the direction of the Interstate Route as well as a lesser route.

The revised standards will be effective for all projects which have not been submitted as of this date.

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Engineer of Surveys and Plans