

Design Standards Letter

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Section/Plan No.: None

Subject: Design Manual Revisions

Body

ALL DIVISION AND DISTRICT ENGINEERS AND CHIEF COUNSEL: AND CHIEF
COUNSEL: AND CHIEF COUNSEL:

We are furnishing you herewith several copies of the following pages of the Policy, Procedure, and Design Manual.

Figure 5.1. The information concerning Bridge Widths in the General notes has been revised to require full shoulder width bridges for those bridges carrying through traffic on the Interstate System and for all bridges carrying through traffic on other highways whenever such highways are designed to Freeway Standards.

Figure 5.1A. This is a new figure for the Design Manual, which is now to be included as a ready reference. This figure was previously furnished you by General Letter No. 34, 1966, which included instructions for use. The figure now, however, has been revised as stated above for Figure 5.1.

Page 12.6 has been revised and Page 12.6.1 has been added to provide for the inclusion of a new Section 12.4.6.5 covering Processing Aggregate Surfacing Material and Compacted Embankment. The required Special Provisions and the advance copy of this manual revision were furnished you by General Letter No. 2, 1967.

Figure 14.21. This figure indicates the design of Standard Temporary Connections for Transition from Single to Dual Lane Pavements. This revision is the result of recent studies and has been approved for use by the Design Committee. It is fully intended that the three degree reverse curves shown be used as a standard and not as a minimum, and any deviation therefrom must receive prior approval of the Main Office before use. Important revisions requiring special attention are as follows:

- (1) The earth barriers as such have been removed from both the upper and lower sketch.

(2) The pavement width of the upper sketch remains a constant 24 feet; however, the connection from dual to single pavement shown in the lower sketch now requires the use of pavement which varies in width from 18 feet to 14 feet, reaching a width of 16 feet at the point of reverse curvature.

(3) Six-foot wide stabilized shoulders for the connections have been added.

(4) The connection from dual to single pavement shown in the lower sketch is considered to be extremely hazardous, and movable barricades with flasher signs are standard for this situation.

(5) Also, because of the hazard involved, an asphalt curb, six inches in height, is now provided along the outside of the first curve of the connection from dual to single pavement.

(6) A six-inch depth of earth fill has been added to completely cover the stub end of pavement behind the asphalt curb.

This revised design is to be used immediately, and all plans not yet submitted to the Main Office should be revised accordingly.

Figure 15.38.1. This is a new figure for the Design Manual, a preliminary copy of which was furnished all district engineers: by letter of January 4, 1967. This figure provides for the selection of the break-away post design for various out limits of a specified sign grouping. The figure covers the 6 WF 8.5#. Post and Post Numbers three and four, which should be used in conjunction with Standard Drawings 72.02, 72.03, and 72.04.

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