

REV. 9-10-90: ADDED NEW DRAWING TO REPLACE OLD DRAWING NOS. RD-S-13 AND RD-S-16.  
 REV. 5-10-91: GENERAL REVISION.  
 □ REV. 1-19-92: GENERAL REVISION.  
 □ REV. 3-20-02: ADDED SPECIAL NOTE ②.  
 □ REV. 3-31-03: CHANGED EFFECTIVE DATE IN SPECIAL NOTE.

**DESIGN SPEED**

THESE SECTIONS ARE FOR 40 MILES PER HOUR OR LESS. FOR THE INTERMEDIATE DESIGN SPEED RANGE, BETWEEN 40 AND 50 MILES PER HOUR, THE DEVELOPMENT ALONG THE ROADWAY SHOULD CONTROL. IF THE DEVELOPMENT ALONG THE ROADWAY IS PREDOMINANTLY URBAN OR RAPIDLY DEVELOPING INTO URBAN, A CURB WILL BE ACCEPTABLE AT THE INTERMEDIATE SPEED. ON THE OTHER HAND, IF TYPICALLY RURAL CONDITIONS PREDOMINATE, THE HIGH SPEED DESIGN CRITERIA SHOULD PREVAIL AND CURBS WILL NOT BE ACCEPTABLE.

**ALIGNMENT**

SEE APPROPRIATE STANDARD DRAWING IN THE RD-TS-SERIES FOR HORIZONTAL AND VERTICAL ALIGNMENT.

**SUPERELEVATION AND MEDIAN BARRIERS**

SEE APPROPRIATE STANDARD DRAWING IN THE RD-SE-SERIES AND STANDARD DRAWING RD-S-17 FOR ADDITIONAL MEDIAN DETAILS AND WARRANTS FOR MEDIAN BARRIER.

**SHOULDER CROSS SLOPES**

ON PROJECTS, WHERE IN THE NEAR FUTURE, THE SHOULDER MAY BE USED AS A THROUGH TRAFFIC LANE, THE PAVEMENT SLOPE (0.02 FOOT/FOOT) SHOULD BE USED ON THE SHOULDER IN PLACE OF THE 0.04 FOOT/FOOT SLOPE SHOWN ON THE TYPICAL SECTION. SEE DETAIL FOR SUPERELEVATION OF SHOULDER WITH 0.02 FOOT/FOOT SLOPE.

**SLOPES**

ON URBAN PROJECTS THE BACKSLOPE AND FORESLOPE DESIGN WILL VARY FROM PROJECT TO PROJECT, AS A GENERAL RULE USE THE FOLLOWING:

3:1 SLOPES OR FLATTER ARE DESIRABLE.

2:1 SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.

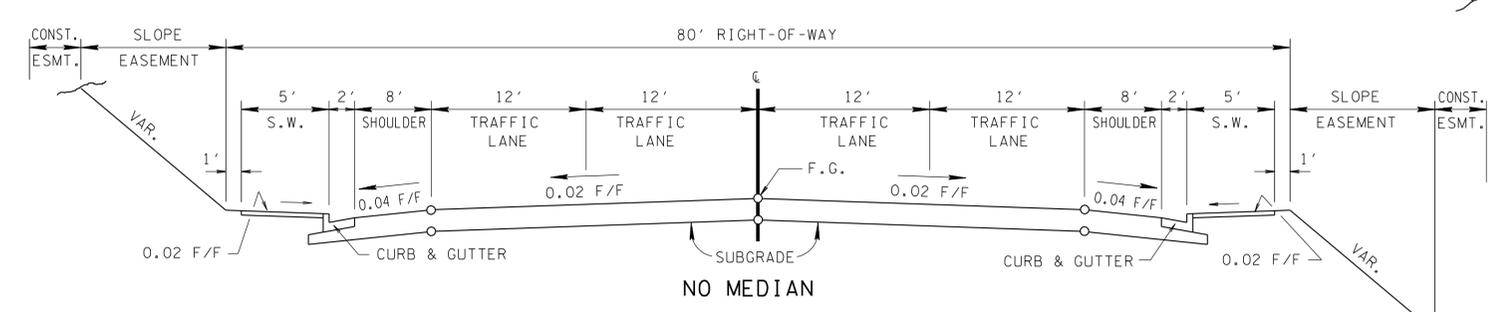
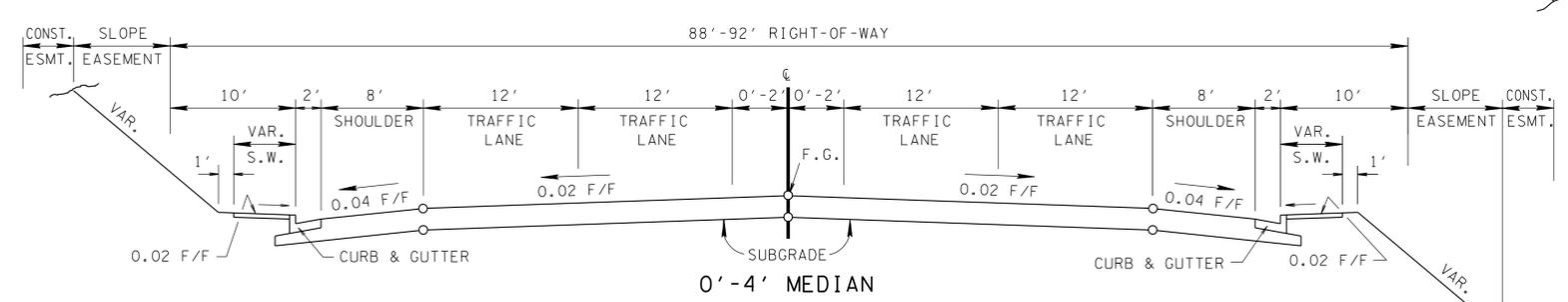
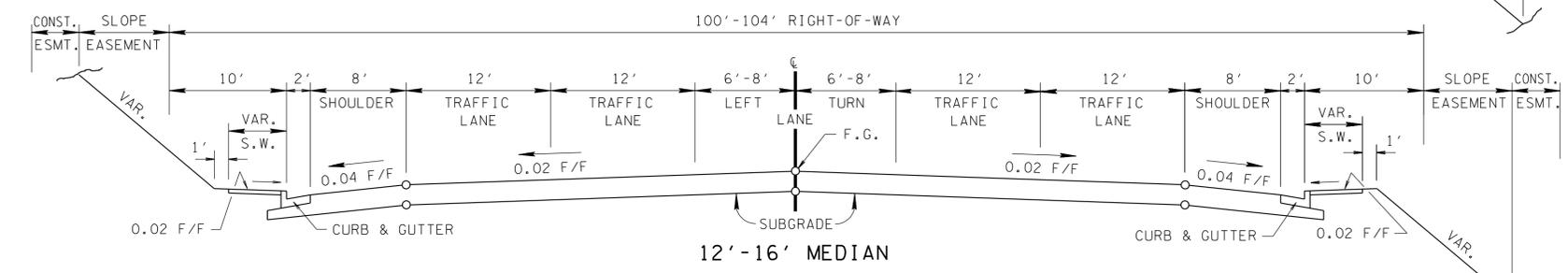
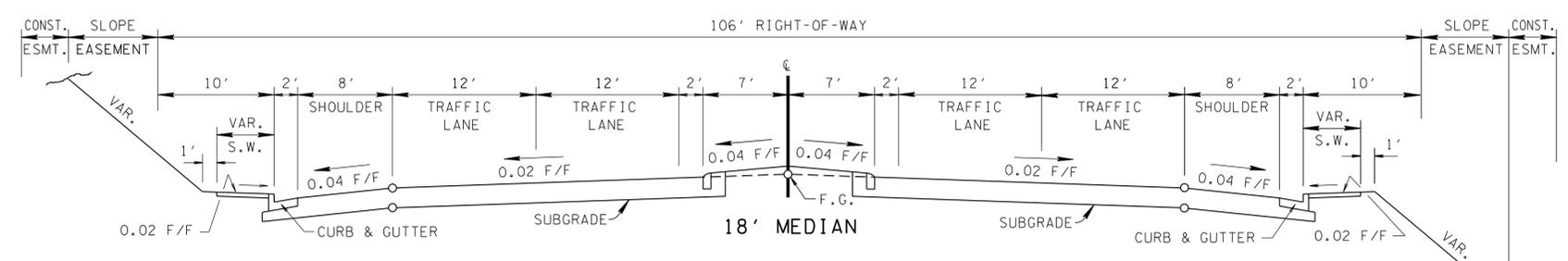
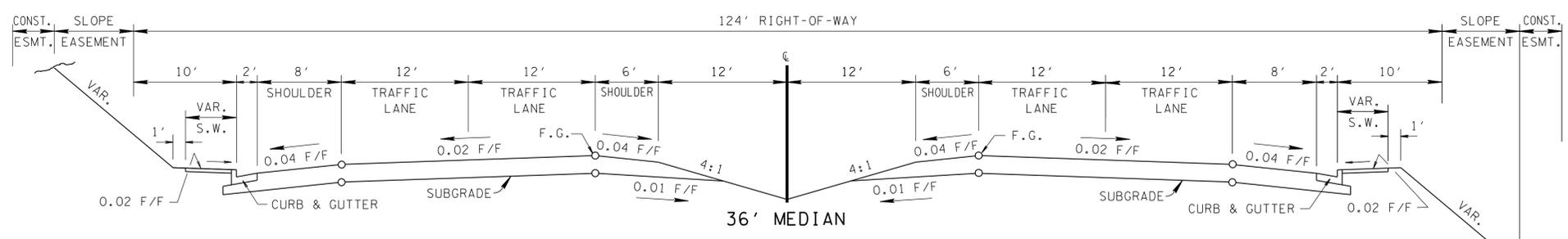
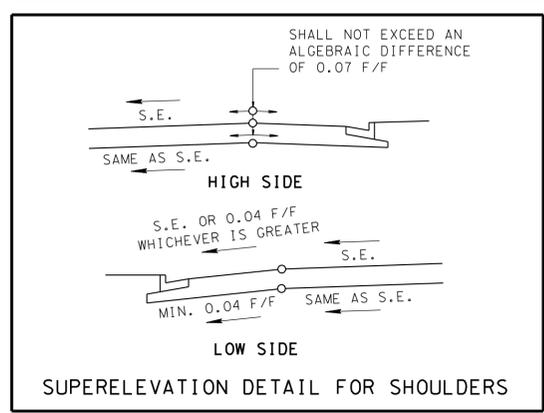
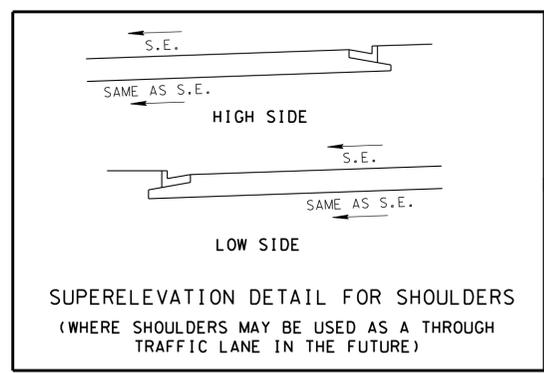
**SIDEWALKS**

IN CASES WHERE SIDEWALKS ARE BEING USED OR MAY BE USED IN THE FUTURE, MOUNTABLE CURBS WILL NOT BE PERMITTED.

SIDEWALK WIDTH IS TO INCLUDE THE SIX INCH WIDTH OF PROPOSED CURB AND SHOULD BE A MINIMUM OF FIVE FEET WIDE.

**PARKING LANES**

FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", 1990 PAGE NUMBERS 482-483 AND 533-534.



**SPECIAL NOTE**

① THE ABOVE NO MEDIAN TYPICAL IS TO BE USED WHEN THE OTHER ABOVE TYPICALS ARE NOT APPLICABLE, IN AREAS WHERE THE COST OF RIGHT-OF-WAY REQUIREMENTS FOR WIDER SECTIONS WOULD BE PROHIBITED.

② THIS DRAWING IS NOT TO BE UTILIZED FOR NEW DESIGN PROJECTS BEGUN AFTER OCTOBER 1, 2002.

□ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

TYPICAL CURB AND GUTTER SECTIONS WITH SHOULDER