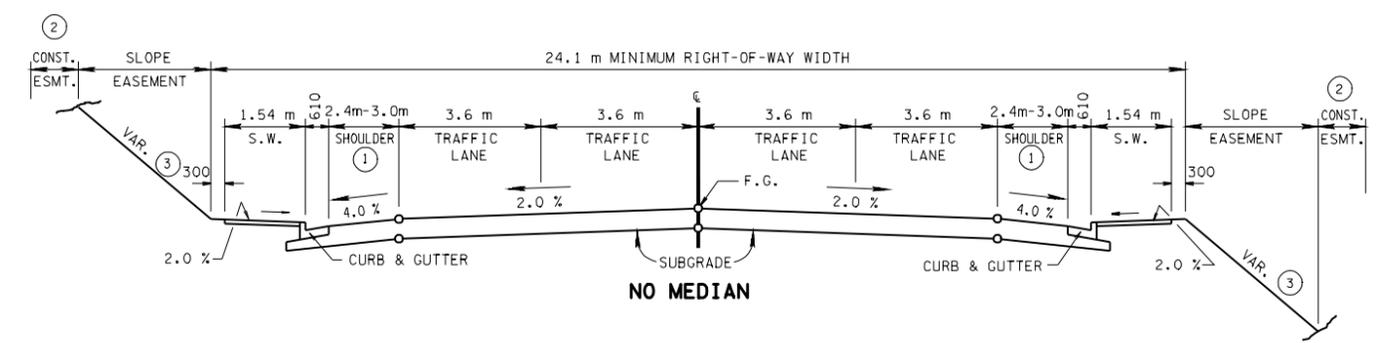


NOTE
THE "NO MEDIAN" TYPICAL, SHOWN BELOW, IS NOT TO BE USED UNLESS THE OTHER TYPICALS SHOWN ABOVE ARE NOT APPLICABLE, BECAUSE THE COST OF RIGHT-OF-WAY REQUIREMENTS FOR WIDER SECTIONS WOULD BE PROHIBITIVE.



GENERAL NOTES

DESIGN SPEED
THESE SECTIONS ARE FOR 70 km/h OR LESS.

ALIGNMENT
SEE APPROPRIATE STANDARD DRAWING IN THE RDM01-TS-SERIES FOR HORIZONTAL AND VERTICAL ALIGNMENT.

SUPERELEVATION AND MEDIAN BARRIERS
SEE APPROPRIATE STANDARD DRAWING IN THE RDM01-SE-SERIES AND THE "ROADSIDE DESIGN GUIDE," AASHTO, 2002, FOR MEDIAN BARRIER WARRANTS.

SHOULDER CROSS SLOPES
ON PROJECTS, WHERE IN THE NEAR FUTURE, THE SHOULDER MAY BE USED AS A THROUGH TRAFFIC LANE, THE PAVEMENT SLOPE (2.0 %) SHOULD BE USED ON THE SHOULDER IN PLACE OF THE 4.0 % SLOPE SHOWN ON THE TYPICAL SECTION. SEE DETAIL FOR SUPERELEVATION OF SHOULDER WITH 2.0 % SLOPE.

① THE SHOULDER WIDTH WILL BE AS SPECIFIED IN THE ADVANCE PLANNING REPORT.

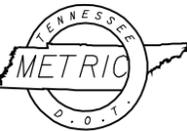
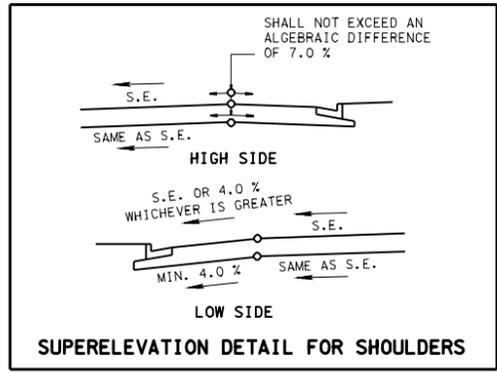
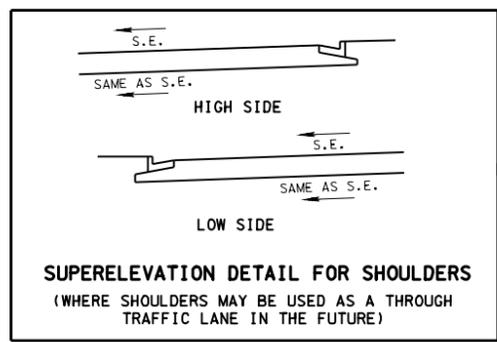
CONSTRUCTION EASEMENT
② 3.0 METERS MINIMUM DESIRABLE.

SLOPES
③ 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, AND 2:1 SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS OR COST WARRANTS A STEEPER THAN 3:1 SLOPE. THE MAXIMUM SLOPE IN REGION IV IS 3:1.

MEDIAN CURBS
④ MEDIAN CURBS WILL BE SLOPING CURBS. VERTICAL CURBS WILL NOT BE PERMITTED.

SIDEWALKS
SIDEWALK WIDTH IS TO INCLUDE THE 150 mm WIDTH OF PROPOSED CURB AND SHOULD BE A MINIMUM OF 1.54 m 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", AASHTO, 2001, PAGE NUMBERS 437-438 AND 482-483.



ALL UNITS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.

□ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
CURB AND GUTTER
SECTIONS
WITH SHOULDER

10-15-02 RDM01-TS-6

06-JUN-2003 09:58
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