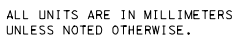


GENERAL NOTES

- (A) FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS," AASHTO, 2001.
- (B) PAGE NUMBERS REFERRED TO ON THIS DRAWING ARE FROM "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS," AASHTO, 2001, UNLESS OTHERWISE NOTED.
- (C) REFERENCE SHOULD ALSO BE MADE TO THE "ROADSIDE DESIGN GUIDE," AASHTO, 2002.
- (D) DESIRABLE RIGHT-OF-WAY IS SLOPE LINES PLUS 4.6 METERS TO 6.1 METERS.
- (E) ALL NEW AND REHABILITATED BRIDGES SHALL BE DESIGNED FOR MS-18 LOADING. THE MINIMUM CLEAR WIDTH FOR NEW AND REHABILITATED BRIDGES SHALL BE EQUAL TO THE FULL WIDTH OF THE APPROACH ROADWAY, CURB-TO-CURB OR FULL SHOULDER WIDTH AS APPLICABLE.
- (F) FOR EXISTING BRIDGES TO REMAIN IN PLACE, THEY SHOULD HAVE ADEQUATE STRUCTURAL STRENGTH AND A WIDTH AT LEAST EQUAL TO THE WIDTH OF THE TRAVELED WAY PLUS 0.6 METER CLEARANCE ON EACH SIDE. BRIDGES SHOULD BE CONSIDERED FOR ULTIMATE WIDENING OR REPLACEMENT IF THEY DO NOT PROVIDE AT LEAST MS-18 LOADINGS. AS AN INTERIM MEASURE, NARROW BRIDGES SHOULD BE CONSIDERED FOR SPECIAL NARROW BRIDGE TREATMENTS SUCH AS SIGNING AND PAVEMENT MARKING.
- (G) FOR ADDITIONAL URBAN DESIGN GUIDANCE AND CRITERIA, SEE PAGES 473-506.

- (1) SEE GUARDRAIL STANDARD DRAWINGS FOR TYPICAL GUARDRAIL PLACEMENT.
- (2) SEE DETAILS A, B, C, OR D FOR ROUNDING.
- (3) CLEAR ZONE WIDTH SHALL BE DETERMINED FROM STANDARD DRAWING RDM01-S-12. SEE THE "ROADSIDE DESIGN GUIDE," AASHTO, 2002, FOR FURTHER INFORMATION ON CLEAR ZONES.
- (4) SEE STANDARD DRAWINGS RDM01-S-11 AND RDM01-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, AND SPECIAL ROCK CUT TREATMENT.
- (5) SEE STANDARD DRAWING RDM01-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.
- (6) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7.0 %.
- (7) URBAN DESIGN SPEEDS ARE GENERALLY IN THE RANGE OF 50 TO 100 KILOMETERS PER HOUR (SEE PAGE 474).
- (8) 1.2 METERS MEDIAN WIDTH ALLOWED UNDER RESTRICTIVE CONDITIONS.
3.6 METERS MINIMUM MEDIAN WIDTH IS PREFERRED (SEE PAGE 460).
- (9) ALTHOUGH THE SELECTED DESIGN SPEED ESTABLISHES THE LIMITING VALUES OF CURVE RADIUS AND MINIMUM SIGHT DISTANCE THAT SHOULD BE USED IN DESIGN, THERE SHOULD BE NO RESTRICTION ON THE USE OF FLATTER HORIZONTAL CURVES OR GREATER SIGHT DISTANCES WHERE SUCH IMPROVEMENTS CAN BE PROVIDED AS A PART OF AN ECONOMICAL DESIGN (SEE PAGE 69).



☒ MINOR REVISION -- FHWA
APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DESIGN STANDARDS 4 AND 6 LANE ARTERIAL HIGHWAYS WITH FLUSH MEDIANS