

REV. 9-10-90: ADDED NEW DRAWING TO REPLACE OLD DRAWING NOS. RD-S-13 AND RD-S-16.

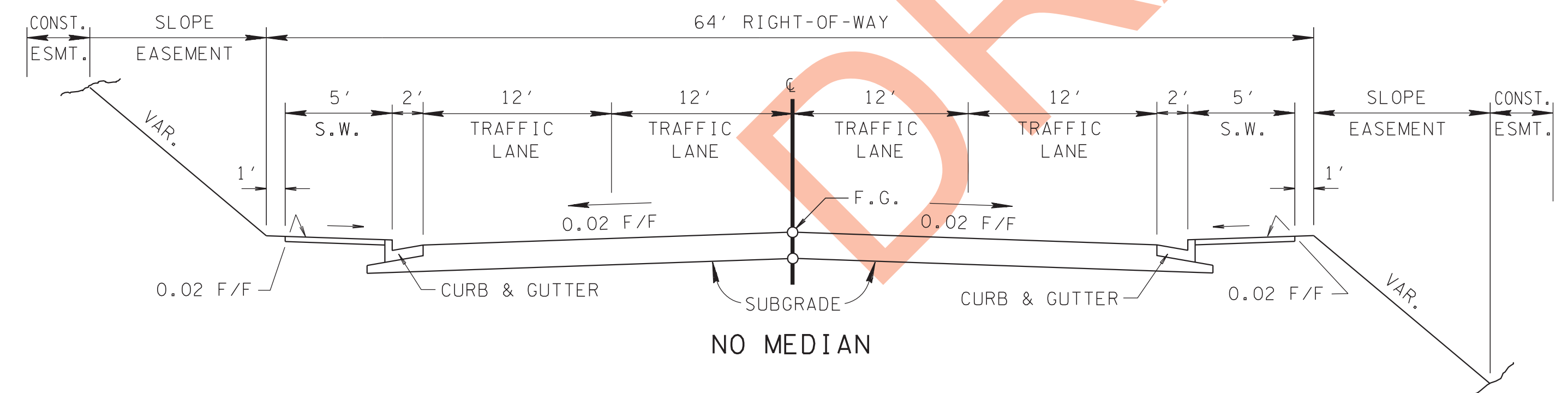
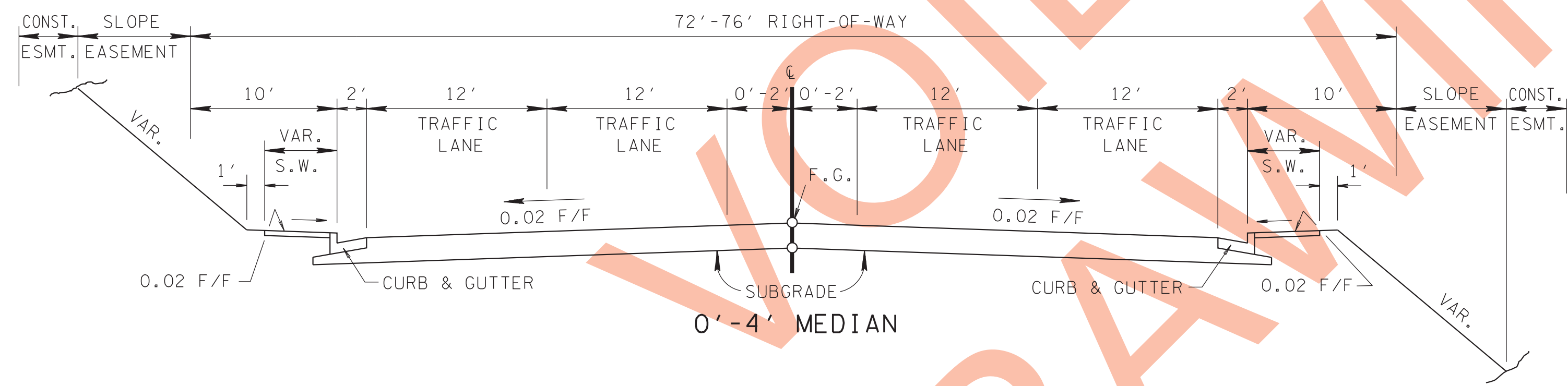
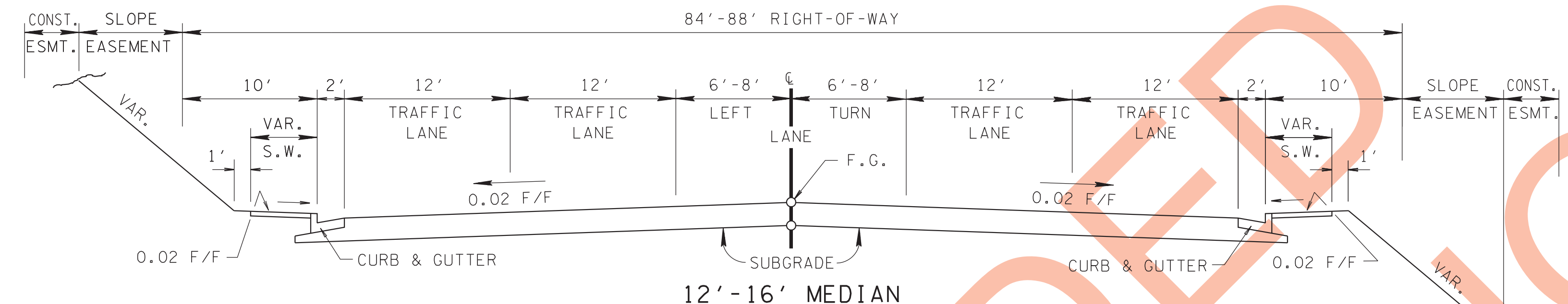
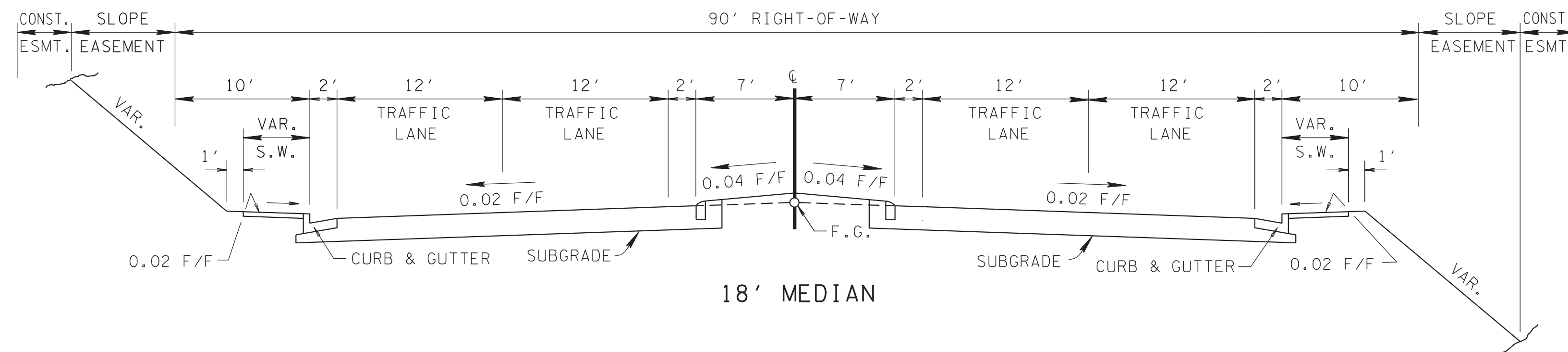
REV. 5-10-91: GENERAL REVISION.

REV. 1-19-92: GENERAL REVISION.

REV. 12-18-94: ELIMINATED 36' DEPRESSED MEDIAN TYPICAL.

REV. 3-20-02: ADDED SPECIAL NOTE ②.

REV. 3-31-03: CHANGED EFFECTIVE DATE IN SPECIAL NOTE.



DESIGN SPEED

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.

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.

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.