DESIGN STANDARDS

1. See standard standard drawings for typical guardrail placement.
2. See details A, B, C, or D for rounding.
3. Minimum clear width shall be in the finished grade as shown.
4. See guidelines for rounding.
5. Rounding on top of cut slopes and toe of fill slopes, and special areas not shown.

GENERAL NOTES

1. For specific conditions not covered on this sheet, reference should be made to the complete text of the guide, Federal Highway Administration, 2002.
2. When numbers referred to on this drawing are not from page 274, minimum grade shall be equal to the full width of the approach roadway, curb-to-curb or full shoulder width as applicable.
3. For existing structures to remain in place, they shall be designed to support the new design load consistent with the structures' ability to support the load.
4. All new and rehabilitated bridges shall be designed for the full design load. 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.
5. For existing bridges to remain in place, they shall be designed to support the new design load consistent with the structures' ability to support the load.
6. For specific conditions not covered on this sheet, reference should be made to the "Roadside Design Guide," Federal Highway Administration, 2002.
7. The slopes of the shoulder and roadway pavement shall not exceed an algebraic difference of 0.07 foot per foot.
8. Grades above the selected design speed shall be considered for special temporary or permanent grades.
9. Minimum "K" value shall be in the finished grade as shown. No rounding allowed.
10. Minimum stopping sight distance (ft.) for given design speed.

FOOTNOTES

1. See standard standard drawings for typical guardrail placement.
2. See details A, B, C, or D for rounding.
3. Minimum clear width shall be determined from standard drawings RD01-SE-12A. See the "Roadside Design Guide," Federal Highway Administration, 2002, for further information on clear zones.
4. See standard standard drawings RD01-SE-11 and RD01-SE-11B for fill and cut slope tables, grades on top of cut slopes and toe of fill slopes, and special areas not shown.
5. See standard standard drawings RD01-SE-11 for rounding of possible other stringer.
6. The slopes of the shoulder and roadway pavement shall not exceed an algebraic difference of 0.07 foot per foot.
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TABLE I. FREEWAY - DESIGN STANDARDS

<table>
<thead>
<tr>
<th>Location</th>
<th>Minimum Design Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>50</td>
</tr>
<tr>
<td>Rural</td>
<td>70</td>
</tr>
<tr>
<td>Mountain</td>
<td>80</td>
</tr>
</tbody>
</table>

TABLE II. FREEWAY - DESIGN STANDARDS

<table>
<thead>
<tr>
<th>Design Speed (mph)</th>
<th>Design Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>See standard standard drawings RD01-SE-12A.</td>
</tr>
<tr>
<td>70</td>
<td>See the &quot;Roadside Design Guide,&quot; Federal Highway Administration, 2002, for further information on clear zones.</td>
</tr>
<tr>
<td>80</td>
<td>See standard standard drawings RD01-SE-11 and RD01-SE-11B for fill and cut slope tables, grades on top of cut slopes and toe of fill slopes, and special areas not shown.</td>
</tr>
<tr>
<td>100</td>
<td>See standard standard drawings RD01-SE-11 for rounding of possible other stringer.</td>
</tr>
</tbody>
</table>

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