REV. 9-1-69: RETRACED DRAWING.

REV. 7-1-72: CHANGED DEPARTMENT NAME.

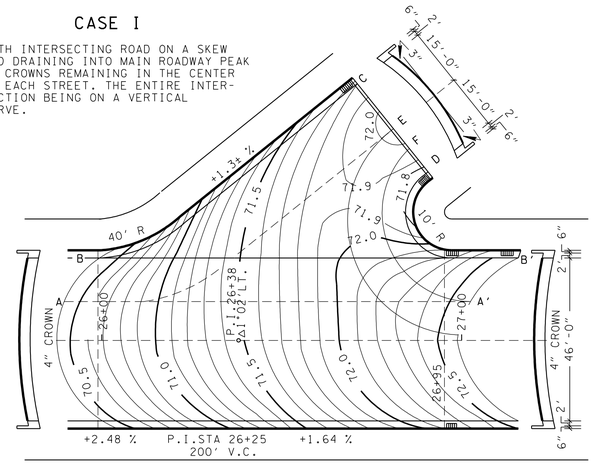
REV. 1-1-76: CHANGED DWG. NO. FROM P-I-5a(68) TO RP-I-5.

☐ REV. 5-27-96: REDREW DRAWING. MADE MINOR REVISIONS AS NEEDED.

☐ REV. 12-18-96: MODIFIED SIZE OF EXPANSION JOINTS TO CONCRETE PAVEMENT DETAILS TO CONCUR WITH CURRENT SPECIFICATIONS.

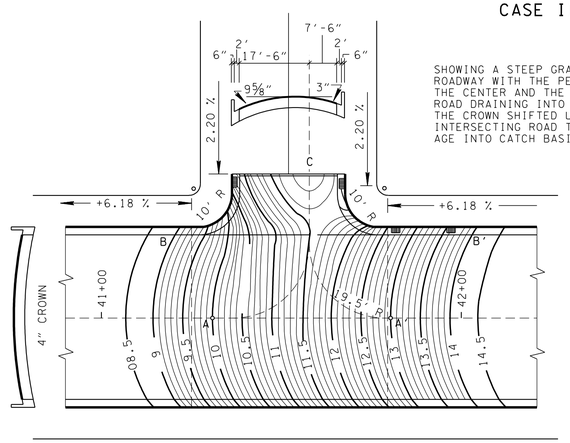
CASE I

WITH INTERSECTING ROAD ON A SKEW AND DRAINING INTO MAIN ROADWAY PEAK OF CROWNS REMAINING IN THE CENTER OF EACH STREET. THE ENTIRE INTERSECTION BEING ON A VERTICAL CURVE.

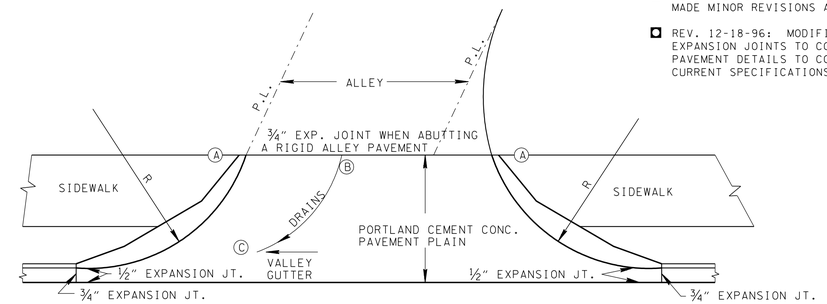


CASE II

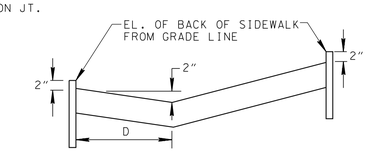
SHOWING A STEEP GRADE ON THE MAIN ROADWAY WITH THE PEAK OF CROWN IN THE CENTER AND THE INTERSECTING ROAD DRAINING INTO THE MAIN ROAD THE CROWN SHIFTED UP GRADE ON THE INTERSECTING ROAD TO TURN DRAINAGE INTO CATCH BASINS.



NOTE: CURB RETURN TO BE MOVED TO P.L. WHERE IMPRACTICAL TO SECURE R.O.W.



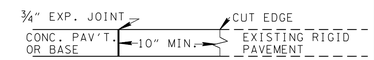
D=Wx VERSINE [(15-G)x4']
D=DISTANCE FROM LOW CURB TO LOW POINT ON SEC.A-A
W=WIDTH OF ALLEY AT A-A IN FEET.
G=GRADE OF ROADWAY



NOTE: THE TWO INCH DEPRESSION BEGINNING AT POINT "B" WILL BE REDUCED PROPORTIONALLY TO A FLAT SECTION AT POINT "C".

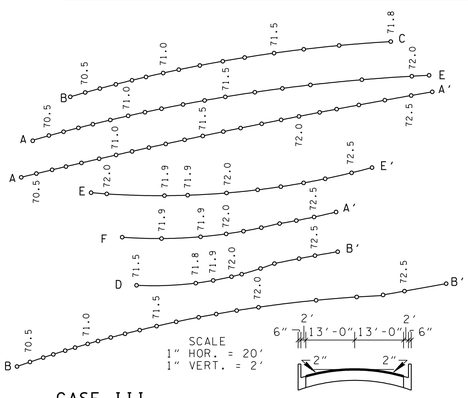
SECTION A-A

WHEN WATER DRAINS AWAY FROM STREET OMIT "V" IN ALLEY SECTION



METHOD OF PLACING EXPANSION

JOINT WHEN CONNECTING WITH IRREGULAR SECTION OF EXISTING RIGID TYPE PAVEMENT.

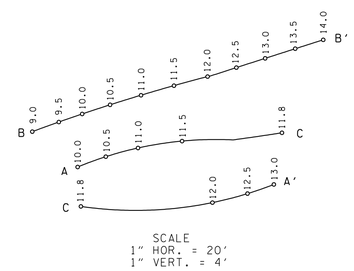


GENERAL NOTES

Ⓐ THE RIDING SURFACE OF THE MAIN ARTERY OF INTERSECTING STREETS WILL BE GIVEN PRIMARY CONSIDERATION WITH DUE REGARD FOR DRAINAGE AND THE GENERAL SHAPE OF THE INTERSECTION.

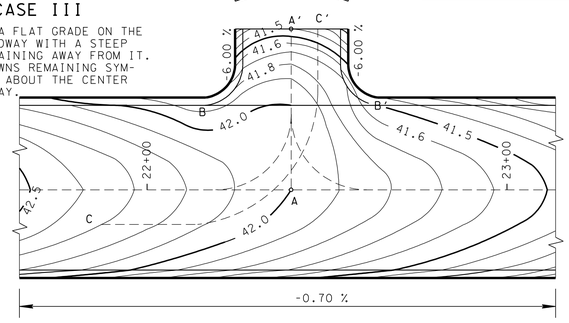
Ⓑ IN STAKING OUT THE CURB AND GUTTER LINES, A CAREFUL INSPECTION OF THE CONTOURS MUST BE MADE AT ALL STREET TURNOUTS, DUE TO THE FACT THAT THE GUTTER IS USUALLY WARPED TO FIT THE ROADWAY. THIS IS ESPECIALLY TRUE IN A VALLEY GUTTER SECTION WHERE THE GUTTER BECOMES PART OF THE VALLEY TO PROVIDE THRU DRAINAGE.

Ⓒ THESE EXAMPLES ARE NOT TO BE SUBSTITUTED FOR THE DETAILED PLANS. EACH INTERSECTION IS A SPECIAL CASE AND EXAMPLES INDICATED ARE ONLY GUIDES FOR SHAPING CONTOURS.



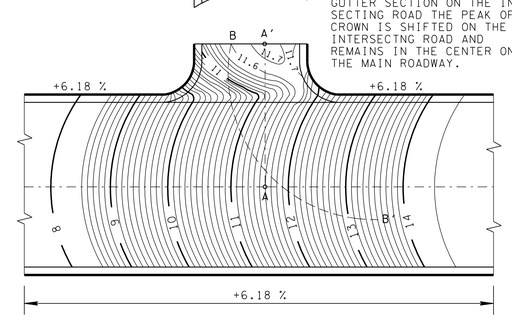
CASE III

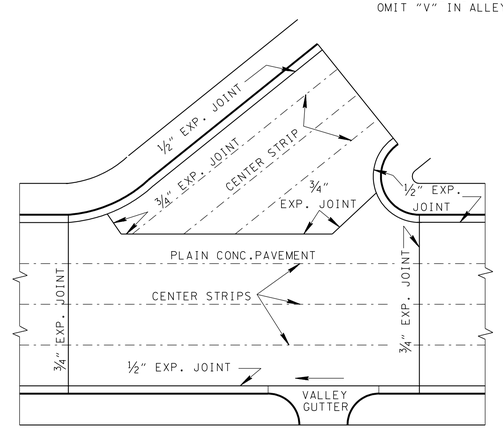
SHOWING A FLAT GRADE ON THE MAIN ROADWAY WITH A STEEP GRADE DRAINING AWAY FROM IT. BOTH CROWNS REMAINING SYMMETRICAL ABOUT THE CENTER OF ROADWAY.

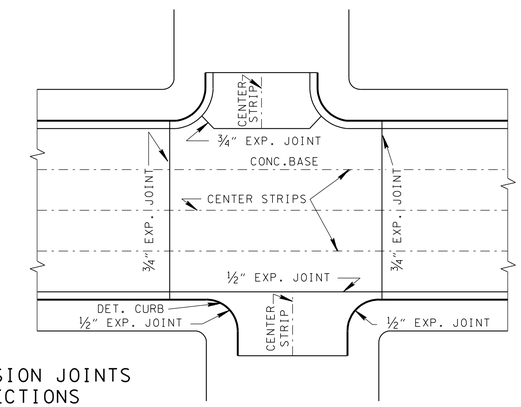


CASE IV

SHOWING A STEEP GRADE ON THE MAIN ROADWAY WITH A VALLEY GUTTER SECTION ON THE INTERSECTING ROAD THE PEAK OF CROWN IS SHIFTED ON THE INTERSECTNG ROAD AND REMAINS IN THE CENTER ON THE MAIN ROADWAY.





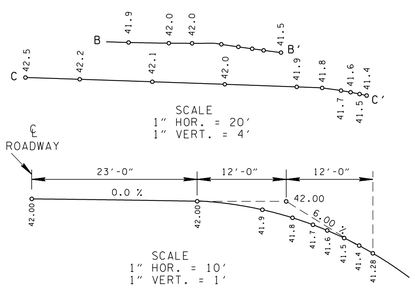


CENTER STRIPS, EXPANSION JOINTS AND MONOLITHIC SECTIONS

CENTER STRIPS WILL BE CARRIED THROUGH INTERSECTIONS AS INDICATED ON SECOND SHEET.

EXPANSION JOINTS TO BE PLACED AS INDICATED, UNLESS OTHERWISE SPECIFIED IN THE PLANS.

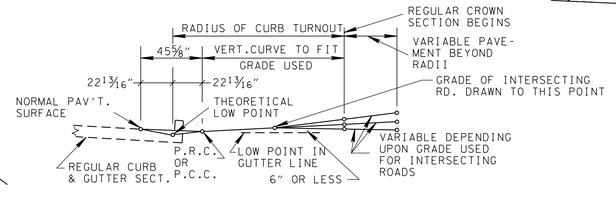
WHEN CONCRETE BASE OR PAVEMENT CONNECTS WITH A RIGID BASE OR PAVEMENT A ¾" EXPANSION JOINT WILL BE REQUIRED. WHEN CONNECTING WITH GRAVEL, CHERT, STONE OR UNPAVED STREET A CONCRETE HEADER WILL BE REQUIRED. WHEN CONNECTING WITH A NON-RIGID SURFACED BASE IN GOOD CONDITION HEADER OR EXPANSION JOINT NOT REQUIRED.



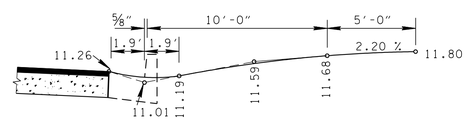
EXAMPLES OF

INTERSECTION SHAPES

SHOWING CONTOURS & SECTIONS

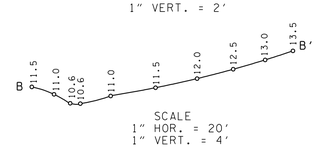


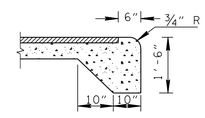
TYPICAL VALLEY GUTTER SECTION



DETAIL OF VALLEY SECTION A-A

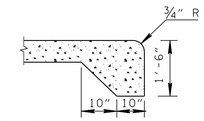
SCALE
1" HOR. = 4'
1" VERT. = 2'





DETAIL OF CONCRETE HEADER

FOR CONCRETE BASE OR CONCRETE BASE & EDGING. COST TO BE INCLUDED IN UNIT PRICE BID FOR BASE AND EDGING.



DETAIL OF CONCRETE HEADER

FOR CONCRETE PAVEMENT. COST TO BE INCLUDED IN UNIT PRICE BID FOR PAVEMENT.

☐ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXAMPLES OF STREET & ALLEY INTERSECTIONS

RP-I-5