



South Carolina
Department of Transportation

January 13, 1999

INSTRUCTIONAL BULLETIN NO. 99-1

SUBJECT: Design Speed at T-Intersections

EFFECTIVE DATE: January 18, 1999

SUPERSEDES: None

RE: None

There are many cases where a roadway that is being designed intersects with another road in a T-configuration. If a horizontal curve on the road being designed is adjacent to the intersection, the design speed versus the stop condition needs to be considered. If a horizontal curve is too close to the end of the roadway so that the recommended superelevation and run-out cannot be fully constructed, then the design speed of that curve should be marked as "NA" (Not Applicable). Also, if the alignment of the roadway near the T-intersection cannot be arranged so that the minimum design speed can be obtained due to its proximity to the end of the roadway, then the design speed of the curve will be marked as "NA" (Not Applicable). Removing the crown can still be recommended, if desired.

If there is no "end of roadway" restriction, a horizontal curve should be designed with the proper design speed and run-out, and "NA" should not be an alternative. If there is "no end of roadway" restriction and the alignment does not allow the proper design speed, then a design exception should be noted. The use of "NA" for design speed as described above will not be shown as a design exception on the plans.

Approved: _____

E. S. Fargle
Road Design Engineer

ESE:adf

cc:

Federal Proj. Dev. Engr. Pratt
"C" Proj. Dev. Engr. Kneece

