



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DESIGN DIVISION**  
SUITE 1200, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-0835

**HOWARD H. ELEY**  
COMMISSIONER

**BILL LEE**  
GOVERNOR

**INSTRUCTIONAL BULLETIN NO. 23-05**

**Update to Chapters 2 and 3 – Road Diet Guidance Manual**

**Effective immediately**, Chapters 2 and 3 have been revised to reference the newly released [Road Diet Guidance Manual](#) and remove the evaluation process for Road Diets from the Roadway Design Guidelines in accordance with TOM 2301. The [Road Diet Guidance Manual](#) provides guidance for providing criteria and submitting a request for a Road Diet for consideration by the Department.

Chapter 2, Sections 1100.00 and 1101.00 and Chapter 3, Section 807.00

**2-1100.00 ROAD RECONFIGURATION**

Road Reconfiguration is repurposing the existing available pavement width to improve safety and to accommodate non-motorized users to achieve systemic improvements by modifying roadway geometric design elements (lane width, number of lanes, shoulder width and speed). Road Reconfiguration provides the opportunity to address existing safety issues or multimodal accommodation in an expedited and cost-effective manner by using pavement markings only. Additional information regarding Multimodal Design can be found in the Roadway Design Guidelines [Chapter 3 – Multimodal Design Guidelines](#).

A Road Reconfiguration shall maintain the current Level of Service (LOS) without negatively impacting operational safety of the motorist and non-motorized users (both existing and new). All road reconfigurations must meet TDOT's roadway typical section design standards (Roadway Standard Drawing RD11-TS-Series) or require completion of [Design Exception request](#) or a [Design Waiver request](#) justifying the reason for the deviation. All Design Exception requests will be addressed by the Roadway Design Division as outlined under *Chapter 2-105.00 Design Exception Requests* and Design Waiver requests will be addressed by the Roadway Design Division as outlined under *Chapter 2-201.00 Design Waiver Requests*. A Road Reconfiguration request shall be coordinated with local agencies and a local agency coordination letter should be included in the Road Reconfiguration request.

## 2-1101.00 ROAD DIET

A Road Diet is the reduction of vehicular lanes of an existing four or six lane roadway to a three or five lane roadway to improve safety, and/or accommodate non-motorized users to achieve systemic improvements. Roadway projects identified as a candidate for a Road Diet must be evaluated using the Road Diet Guidance Manual. The identified project shall apply methods from [Chapter 3](#) concerning the American's with Disabilities Act.

Roadway projects identified as a candidate for a Road Diet must be evaluated using the Road Diet Guidance Manual. See the [Road Diet Guidance Manual](#) for evaluation criteria, required submittals, and more information about the process.

## 3-807.00 ROAD RECONFIGURATION AND ROAD DIETS

See *Road Diet Guidance Manual* for more information.

Updated Links:

[Chapter 2](#)

[Chapter 3](#)

[Road Diet Guidance Manual](#)

  
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Jennifer Lloyd, PE  
Civil Engineering Director  
Roadway Design Division

KJL:LHC  
May 1, 2023