

GEOMETRIC DESIGN STANDARDS FOR URBAN LOCAL STREET SYSTEM (GS-8)

	DESIGN SPEED (MPH)	MINIMUM RADIUS		(1) MAXIMUM PERCENT OF GRADE	(11) STOPPING SIGHT DISTANCE	(2) MIN. WIDTH OF LANE	(3) STANDARD CURB & GUTTER	(4) BUFFER STRIP WIDTH	(5) MINIMUM SIDEWALK WIDTH	(6) SLOPES	(9) (10) NEW AND RECONSTRUCTED MINIMUM BRIDGE WIDTHS AND VERTICAL CLEARANCES
		U	ULS								
STREETS WITH CURB & GUTTER	30	300'	273'	15	200'	10'	CG-6	(10)	5'	2:1	SAME AS CURB TO CURB OF APPROACHES
	20	127'	92'		125'						
	DESIGN SPEED (MPH)	MINIMUM RADIUS		(1) MAXIMUM PERCENT OF GRADE	STOPPING SIGHT DISTANCE	(2) MIN. WIDTH OF LANE	(7) MINIMUM WIDTH GRADED SHOULDERS		(8) WIDTH OF DITCH (FRONT) SLOPE	(6) SLOPES	(9) NEW AND RECONSTRUCTED MINIMUM BRIDGE WIDTHS AND VERTICAL CLEARANCES
		U	ULS				FILL W/GR.	CUT & FILL			
STREETS WITH SHOULDER DESIGN	30	300'	273'	15	200'	10'	7'	4'	4'	3:1	4' + PAVEMENT WIDTH + 4'
	20	127'	92'		125'						

GENERAL NOTES

Design Speed is not a major factor for local streets. For consistency in design elements, design speeds ranging from 20 to 30 mph may be used, depending on available right of way, terrain, adjacent development and other area controls.

In the typical street grid, the closely spaced intersections usually limit vehicular speeds, making the effect of a design speed of less significance.

Design speeds exceeding 30 mph in residential areas may require longer sight distances and increased curve radii, which would be contrary to the basic function of a local street.

Standard TC-5.01U (Urban) superelevation based on 4% maximum.

Standard TC-5.04ULS (Urban Low Speed) superelevation based on 2% maximum may be used with a design speed of 45 mph or less (45 mph = 7% maximum).

A minimum 30' width of surfacing or a minimum 30' curb to curb is to be used within incorporated cities or towns to qualify for maintenance payments.

FOOTNOTES

- (1) Grades in commercial and industrial areas should be less than 8 percent; desirably, less than 5 percent.
- (2) Where feasible, lanes should be 11' wide and in industrial areas should be 12' wide; however, where available or attainable right of way imposes severe limitations, 9' lanes can be used in residential areas and 11' lanes can be used in industrial areas.
- (3) Or equivalent City or Town design.
- (4) The minimum buffer strip width with no sidewalk or sidewalk space is to be 5'.
- (5) A width of 8' or more may be needed in commercial areas.
- (6) 3:1 and flatter slopes may be used when the right of way is behind the sidewalk (or sidewalk space) in residential or other areas where slopes will be maintained by the property owner.
- (7) When Design year ADT exceeds 2000 VPD, with greater than 5% total truck and bus usage:
Provide 4' wide paved shoulders when the graded shoulder is 5' wide or greater or provide 3' wide paved shoulders when the graded shoulder is 4' wide. All shoulders not being paved will have the mainline pavement structure extended 1', on the same slope, into the shoulder to eliminate raveling at the pavement edge.
- (8) Ditch slopes to be 3:1 - 4' width.
- (9) Vertical clearance at roadway underpasses for new and reconstructed bridges is to be 16'-6" desirable and 14'-6" minimum (1' additional clearance required for non-vehicular overpasses).
- (10) If a buffer strip is used between the back of curb and sidewalk, it should be 2' minimum.
- (11) For intersection sight distance requirements see [Appendix C, Table C-1-5](#).

FIGURE A - 1 - 8*

* Rev. 7/05