

2. The typical design criteria for each street should be uniform between intersections. The Resident Engineer may consider modifications as required to satisfy changes in traffic volume or as necessary to address environmentally sensitive areas.
3. Roadway designs should be broadly based on two categories, as depicted in Tables 1 and 2.
 - a. Shoulder and Ditch Design
 - b. Curb and Gutter Design, further defined by the land use served by the street – residential or nonresidential. (See Section B-4 (G) Curb and Gutter Design).
4. One-way street design criterion is depicted in Table 3.

C. TRANSITIONS AND TURN LANES

1. Left or right turn lanes should be provided at intersections when the department or locality determines that projected turning movements or safety warrants their installation. These facilities shall be designed in accordance with the appropriate provisions of [Appendix F*](#) of the department's Road Design Manual or other traffic impact tools specifically approved for use by the District Administrator. Where necessary, additional right-of-way width shall be provided to accommodate these facilities.

2. Normally where roadway section widths change, the centerline should not be offset. The length of the transition should be calculated using the following formula for design speeds less than 45 mph.

$$L = S^2W \div 60$$

L = length of transition

S = Design Speed

W = Width of offset on each side

Ex. Road narrows from 36' to 30'. Design speed is 25 mph.

$$625 (3) \div 60 = 31.25 \text{ ft}$$

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