

**GEOMETRIC DESIGN STANDARDS FOR RESIDENTIAL SUBDIVISION STREETS (GS- SSR)**  
**TABLE 3 – ONE-LANE (ONE-WAY) SUBDIVISION STREETS**

TRAFFIC	PROJECTED RAFFIC VOLUME (ADT)	DESIGN SPEED (MPH) (NOT POSTED SPEED)	HORIZONTAL AND VERTICAL CONTROLS Maximum 2:1 cut or fill slope				ROADWAY SECTION CRITERIA					
			MIN. CURVE RADIUS W/O SUPER-ELEV.	SUGGESTED MAXIMUM % GRADE	MINIMUM SIGHT DISTANCE		SHOULDER AND DITCH ROADWAYS Minimum ditch width (front slope*) should be 4 feet or greater, based on slopes of 3:1 (Gentler slopes promote homeowner maintenance of ditches) *Width includes 3' for G.R. installation.			CURB AND GUTTER ROADWAYS		
					STOPPING	INTER-SECTION	MINIMUM PAVEMENT WIDTH	FILL W. G.R.*	CUT OR FILL W/O G.R.	CLEAR ZONE (FROM EDGE OF TRAVELWAY)	WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB WITH OR WITHOUT PARKING ON ONE SIDE	CLEAR ZONE (FROM FACE OF CURB)
ONE-WAY (1-LANE)	≤ 400	20	110' (5)	10% (2)	125' (6)	200'	16' (4)	7'	4' (1)	6' (3)	22'	1.5'
<p><b>GENERAL NOTES:</b></p> <p>These design standards may also be used for one-way divided pairs, such as subdivision entrances with wide medians.</p> <p>For streets anticipated to serve mixed residential-commercial, commercial, or industrial traffic, use the appropriate urban standard in the road design manual. In such settings, where</p> <ul style="list-style-type: none"> <li>On-street parking is anticipated; a parking lane width not less than 7 feet should be used.</li> <li>Normal minimum shoulder widths and construction practices make parking along rural typical roadway sections inappropriate if not illegal.</li> </ul> <p>Right Of Way requirements can be found in Section B-4.1 Right of Way</p>						<p><b>FOOTNOTES:</b></p> <ol style="list-style-type: none"> <li>When pedestrian facilities are provided behind ditches, the shoulder width may be reduced to a minimum of 2 feet.</li> <li>The maximum percent of grade suggested may be adjusted to 16% in mountainous terrain.</li> <li>Clear zone widths may be reduced with the concurrence of the resident engineer where terrain or social/environmental impact considerations are appropriate</li> <li>For traffic volumes &gt; 400 ADT, pavement widths will be established by the resident engineer</li> <li>100' minimum radius allowed in mountainous terrain.</li> <li>Based on 25 MPH Design Speed.</li> </ol>						

\* Rev. 7/07