

## SECTION B(1) – 3 – ROADWAY GEOMETRIC DESIGN CRITERIA

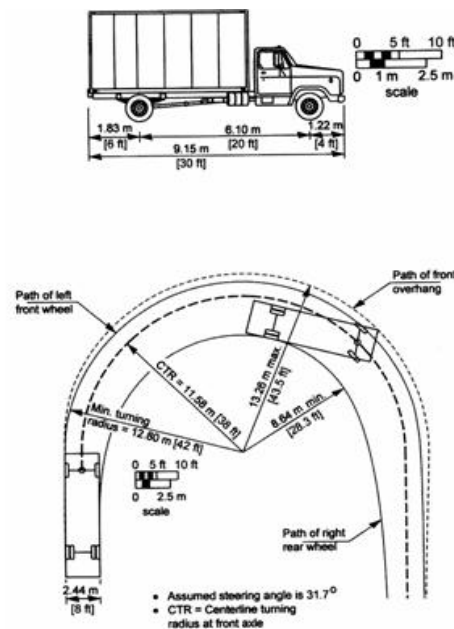
### A. COLLECTOR AND ARTERIAL ROADWAYS

Streets functionally classified as a "collector" and "arterial" should be designed in accordance with applicable provisions in [Appendix A](#) of this Manual.\*

### B. LOCAL ROADWAYS

The following Geometric Design Standards shown in Tables 1 thru 3 are the minimum design criteria that shall apply to the design of all new residential and mixed-use streets functionally classified as "local" streets. Mixed-use is a single unified development with 0-2000 ADT that incorporates two or more different land uses within walking distance of one another; may include office, retail, public entertainment and a variety of housing types with some commercial usage. In mixed-use areas with 0-2000 ADT and truck traffic is less than or equal to 5%, the designer may utilize pavement widths for 0-2000 ADT shown in Table 1 and 2. If truck traffic is greater than 5%, the designer should utilize pavement widths for 2001-4000 ADT shown in Tables 1 and 2.

1. A single-unit (SU) truck design vehicle, as defined by AASHTO, should be used for the design of all local subdivision streets. Dimensions for this vehicle are depicted in Exhibit 2-4 of the AASHTO Geometric Design of Highways and Streets 2004, shown as Figure 1.



**FIGURE 1 – "EXHIBIT 2-4" SCANNED FROM "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS," AASHTO, 2004**

\* Rev. 7/09