GEOMETRIC DESIGN STANDARDS FOR RESIDENTIAL SUBDIVISION STREETS (GS- SSR)

TABLE 1– CURB AND GUTTER SECTION*

		HORIZONTAL AND VERTICAL CONTROLS MAXIMUM 2:1 CUT OR FILL SLOPE					CURB AND GUTTER ROADWAYS (SEE SPECIAL WIDTH REDUCTION CRITERIA)	
PROJECTED TRAFFIC VOLUME (ADT)	MINIMUM DESIGN SPEED (MPH) (NOT POSTED SPEED)	CURVE DATA		SUGGESTED MAXIMUM % GRADE	MINIMUM SIGHT DISTANCE		MINIMUM WIDTH (MEASURED FROM FACE OF CURB TO FACE OF CURB) (PARKING ASSUMED) (4)	CLEAR ZONE WITHOUT PARKING (MEASURED FROM FACE OF CURB) (6)
		MINIMUM CENTERLINE RADIUS	SUPER-ELEV.		STOPPING	INTERSECTIONS		
UP TO 400	20	110’ (5)	NONE	10 (1)	125’(7)	200’	28’ (2)	1.5’
401 - 2000	25	200’	NONE	10 (1)	155’	280’	36’	1.5’
2001 - 4000	30	335’	NONE	10 (1)	200’	335’	40’ (3)	6’

NOTES:

For streets with volumes over 4000 or serving heavy commercial or Industrial traffic; use the appropriate geometric design standard. (see VDOT’s Road Design Manual)

The roadway with the highest volume will govern the sight distance.

Right of Way requirements can be found in Section B-4.1 Right Of Way

1. For mountainous terrain, maximum percent of grade may be 16 % for ADT up to 400 and 14% for 401-4000 ADT.
2. 26’allowed for streets< 400 vpd with concurrence of local officials.
3. 36’ allowed for streets that are internal to the sub-division, with concurrence of local officials.
4. Pavement widths may be reduced if parking is not allowed. See page 12 of this Guide for roadway width exceptions criteria.
5. 100’ minimum radius allowed in mountainous terrain
6. For curb and gutter streets with parking lanes, the clear zone is accommodated within the parking lane. However, VDOT has established a 3’ minimum setback requirement behind the curb.
7. Based on 25 MPH Design Speed

* Rev.1/06