

TABLE I DESIGN SPEEDS FOR RURAL ARTERIAL ROADS (SEE PAGE 7-2) G

TYPE OF TERRAIN	DESIGN SPEED (MPH)
LEVEL	60-70
ROLLING	50-60
MOUNTAINOUS	40-50

TABLE II 4 AND 6 LANE ARTERIAL - DESIGN STANDARDS F											
DES	DESIGN STANDARDS			DESIGN SPEEDS (MPH)							
(FOR GI	VEN DESIGN SPEED)	30	35	40	45	50	55	60	65	70	
MINIMUM RADIU	MINIMUM RADIUS (FEET) 0.04 MAX. S.E.			533	711	926	1190	1500			
MINIMUM RADIU	JS (FEET) 0.06 MAX. S.E.	231	340	485	643	833	1060	1330			SEE PAGE 3-32
MINIMUM RADIU	JS (FEET) 0.08 MAX. S.E.	214	314	444	587	758	960	1200	1480	1810	
	LEVEL TERRAIN			5	5	4	4	3	3	3	SEE PAGE 7-4
GRADES %	ROLLING TERRAIN			6	6	5	5	4	4	4	
	MOUNTAINOUS TERRAIN			8	7	7	6	6	5	5	
	LEVEL TERRAIN	8	7	7	6	6	5	5			SEE PAGE 7-29
GRADES %	ROLLING TERRAIN	9	8	8	7	7	6	6			
	MOUNTAINOUS TERRAIN	11	10	10	9	9	8	8			
MINIMUM STOPPING SIGHT DISTANCE (FEET)		200	250	305	360	425	495	570	645	730	SEE PAGE 7-3
MINIMI IM "K" VALLIE	CREST VERTICAL CURVE	19	29	44	61	84	114	151	193	247	SEE PAGE 3-155
	SAG VERTICAL CURVE	37	49	64	79	96	115	136	157	181	SEE PAGE 3-161
FOR SUPERELEVATION SEE STANDARD DRAWINGS RD11-SE SERIES											

cal			DESIGN NOTES
Typi		A	THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHOULD NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.
3D11		B	SEE STANDARD DRAWING RD11-S-11 FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES, TOE OF FILL SLOPE ROCK TREATMENT.
7\Desktop\3 F		C	SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.
		\bigcirc	SEE STANDARD DRAWING S-PL-6 AND S-PL-6A FOR TYPICAL GUARDRAIL PLACEMENT.
	E	SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHEF REGARDING CLEAR ZONE.	
\jj0054		F	ALTHOUGH THE SELECTED DESIGN SPEED ESTABLISHES THE LIMITING VALUES OF CURVE RADIUS AND MINIMUM SIGHT DISTANC SHOULD BE USED IN DESIGN, THERE SHOULD BE NO RESTRICTION ON THE USE OF FLATTER HORIZONTAL CURVES OR GREATER DISTANCES WHERE SUCH IMPROVEMENTS CAN BE PROVIDED AS A PART OF AN ECONOMICAL DESIGN (SEE PAGE 2-55).
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URBAN DESIGN SPEEDS ARE GENERALLY IN THE RANGE OF 30 TO 60 MILES PER HOUR (SEE PAGE 7-27). (G)

TABLE III MEDIAN WIDTHS				
MINIMUM MEDIAN WIDTH (FT)	URBAN/ RURAL	# LANES	SPEED (MPH)	
	URBAN	4	35-55	
36° MIINIMUM	URBAN	6	35-55	
48' MINIMUM	RURAL	4	40-70	
66' MINIMUM	RURAL	6	40-70	

	GENERAL NOTES
	1 FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO "A POLICY OF GE STREETS" AASHTO, 2011 (GREEN BOOK).
ES AND SPECIAL	2 PAGE NUMBERS REFERRED TO ON THIS DRAWING ARE FROM "A POLICY OF GEOMETRIC DESIGN OF HIGHWAYS (GREEN BOOK), UNLESS OTHERWISE NOTED.
	③ REFERENCE SHOULD ALSO BE MADE TO THE AASHTO "ROADSIDE DESIGN GUIDE," AASHTO, 2011.
	(4) DESIRABLE RIGHT-OF-WAY IS SLOPE LINES PLUS FIFTEEN FEET TO TWENTY FEET.
ER INFORMATION	5 THE DESIGN OF BRIDGES, CULVERTS, WALLS, TUNNELS AND OTHER STRUCTURES SHALL BE IN ACCORDANCE DESIGN SPECIFICATIONS, THE DESIGN LOADING SHOULD BE THE HL-93 CALIBRATED LIVE LOAD DESIGNATION.
ICE THAT R SIGHT	6 FOR EXISTING BRIDGES TO REMAIN IN PLACE, THEY SHOULD HAVE ADEQUATE STRUCTURAL STRENGTH AND A THE TRAVELED WAY PLUS 2 FEET CLEARANCE ON EACH SIDE. BRIDGES SHOULD BE CONSIDERED FOR ULTIMA DO NOT PROVIDE AT LEAST HL-93 LIVE LOADING CAPACITY. AS AN INTERIM MEASURE, FOR NARROW BRIDGES, TREATMENTS MAY BE CONSIDERED.
	7 FOR ADDITIONAL URBAN DESIGN GUIDANCE AND CRITERIA, SEE PAGES 7-26 THROUGH 7-56.
	(8) MINIMUM PASSING SIGHT DISTANCE IS NOT APPLICABLE FOR FOUR AND SIX LANE DIVIDED HIGHWAYS.



