

SECTION 6

GEOMETRICS

General

The design of subdivision streets is to be in accordance with the latest standards published by the American Association of State Highway and Transportation Officials, and these Rules and Regulations. Where conflicts exist, these Rules and Regulations are to be taken precedence.

Design Criteria

<u>TYPE OF SUBDIVISION STREET</u>	<u>DESIGN SPEED</u>	<u>* SIGHT DISTANCE</u>	<u>** MAXIMUM GRADES</u>	<u>MINIMUM HORIZONTAL RADII</u>
Minor Streets	25 mph	150 feet	10%	150'
Minor Collector Streets	30 mph	200 feet	8%	300'
Major Collector Streets	35 mph	225 feet	7%	500'
Industrial Park Streets	35 mph	225 feet	7%	500'

*Sufficient right-of-way dedicated to the public use shall be provided to contain the required line of sight.

**Maximum street grades can be waived on an individual basis depending on engineering judgment with respect to the severity of the topography. Minimum street grades should be 0.5%.

Intersection Design

1. Radii at edge of pavement - 25 feet minimum.
2. Street profiles within the influence of the intersection may not exceed 5%.
3. 90 degree intersections are preferred. Intersection angles less than 70 degrees are not permitted.
4. The distance required to remove the roadway crown at an intersection is to be established using a maximum relative slope between the profiles of the edge of pavement and centerline of 1 foot in 150 feet. The roadway crown of the major street is to be maintained.

Subdivision Entrance

Intersections of subdivision streets with State Highways are to be designed in accordance with the current Department Standards and Regulations for the location, design,

construction and control of entrances and exits onto State
maintained streets and roads.