Design Element				Manual Section	2 Lanes			
Design Controls	Design-Year Traffic, AADT			40-2.01	< 400	400 ≤ AADT < 1500	1500 ≤ AADT < 2000	≥ 2000
	Design Forecast Period			40-2.02	20 Years (2)			
	*Design Speed, mph (3)	Level		40-3.0	35 – 55	50 - 55	50 - 55	60
		Rolling			30 - 55	35 - 55	35 - 55	50 - 55
	Access Control			40-5.0	None			
	Level of Service			40-2.0	Desirable: B; Minimum: C			
Cross-Section Elements**	Travel Lane	*Width (4)		45-1.01	10 ft (4a)	11 ft	11 ft (4b)	12 ft
		Typical Surface Type		Chp. 52	Asphalt / Concrete			
	Shoulder	*Width Usable		45-1.02	Des: 4 ft Min: 2 ft (5)	Des: 6 ft Min: 4 ft	Des: 8 ft Min: 6 ft	Des: 10 ft Min: 8 ft
		*Width Paved, optional		45-1.02	2 ft	4 ft	6 ft	8 ft
		Typical Surface Type		Chp. 52	Asphalt / Aggregate / Earth			
	Cross Slope	*Travel Lane (6)		45-1.01	2%			
		Shoulder (6A)		45-1.02	Paved Width ≤ 4 ft: 2%; Paved Width > 4 ft: 4% - 6% Asphalt; 6%-8% Aggregate; 8% Earth			
	Auxiliary Lane	Lane Width		45-1.03	10 ft		Desirable: 11 ft Minimum: 10 ft	Desirable: 12 ft Minimum: 10 ft
		Shoulder Width			Desirable: Same as Next to Travel Lane; Minimum: 2 ft			
	Clear-Zone Width			49-2.0	(7)			
	Side Slopes (8)	Cut	Foreslope	45-3.0	Des: 6:1; Max: 4:1 (9)			
			Ditch Width		4 ft (10)			
			Backslope		4:1 for 20 ft; 3:1 Max. to Top (11)			
		Fill		45-3.0	Des: 6:1 to Clear Zone; Max: 3:1 to Toe			
Bridges**	New or Reconstructed Bridge	*Structural Capacity		Chp. 60	HL-93 (11A)			
		*Clear-Roadway Width (12)		45-4.01	Travelway + 4 ft	Travelway + 6 ft	Travelway + 8 ft	Full Paved Approach Width
	Existing Bridge to Remain in Place	*Structural Capacity		Chp. 72	HS-15			
		*Clear-Roadway Width (13)		45-4.01	22 ft	22 ft	24 ft	28 ft
	*Vertical Clearance, Collector Under	New or Replaced Overpassing Bridge (14)		44-4.0	14.5 ft			
		Existing Overpassing Bridge			14 ft			
	Vertical Clearance, Collector Over Railroad (15)			Chp. 69	23 ft			

Des: Desirable; Min: Minimum.

* Controlling design criterion.
** Selection of the cross section and bridge elements is based on the design-year traffic volume irrespective of the design speed.

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE
(New Construction or Reconstruction)

Figure 53-4

Design Element			Manual Section	2 Lanes					
Alignment Elements	Design Speed			30 mph	35 mph	45 mph	50 mph	55 mph	60 mph
	*Stopping Sight Distance		42-1.0	200 ft	250 ft	360 ft	425 ft	495 ft	570 ft
	Decision Sight Distance	Speed / path / direction change	42-2.0	450 ft	525 ft	675 ft	750 ft	865 ft	990 ft
		Stop Maneuver		220 ft	275 ft	395 ft	465 ft	535 ft	610 ft
	Passing Sight Distance		42-3.0	1090 ft	1280 ft	1625 ft	1835 ft	1985 ft	2135 ft
	Intersection Sight Distance, -3% to +3% (19)		46-10.0	P: 330 ft SUT: 420 ft	P: 390 ft SUT: 490 ft	P: 500 ft SUT: 630 ft	P: 630 ft SUT: 780 ft	P: 730 ft SUT: 890 ft	P: 840 ft SUT: 1020 ft
	*Minimum Radius, e=8%		43-2.0	270 ft	410 ft	590 ft	750 ft	1000 ft	1290 ft
	*Superelevation Rate		43-3.0	emax = 8% (16)					
	*Horizontal Sight Distance		43-4.0	(17)					
	*Vertical Curvature, K-value	Crest	44-3.0	19	29	61	84	114	151
		Sag		37	49	79	96	115	136
	*Maximum Grade (18)	Level	44-1.02	7%	7%	6%	6%	5.5%	5%
		Rolling		9%	8%	7%	7%	6.5%	6%
	Minimum Grade		44-1.03	Desirable: 0.5%; Minimum: 0.0%					

* Controlling design criterion. A deviation from such is a design exception, and is subject to approval. See Section 40-8.0.

A deviation from a controlling design criterion should be addressed in an approved design exception.

These criteria apply only to a federal-aid project.

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE
(New Construction or Reconstruction)

Figure 53-4 (continued)

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE
(New Construction or Reconstruction)

Footnotes to Figure 53-4

(1) (Blank.)

(2) (Blank.)

(3) Design Speed. The minimum design speed should equal the minimum value or the anticipated posted speed limit after construction, whichever is greater. The legal speed limit is 55 mph on a non-posted highway.

(4) Travel-Lane Width. The following will apply.
a. Use an 11-ft width if the design speed is 55 mph.
b. Use a 12-ft width if the design speed is 55 mph.

(5) Shoulder Width. The following will apply.
a. If guardrail is required, the minimum width is 4 ft.
b. Usable-shoulder width is defined as the distance from the edge of the travel lane to the shoulder break point.
c. If curbs are to be used, the criteria described in Figure 53-8 should be applied.

(6) Cross Slope, Travel Lanes. Cross slopes of 1.5% are acceptable on an existing bridge to remain in place.

(6A) Cross Slope, Shoulder. See Figure 45-1A(1) or Figure 45-1A(2) for more-specific information.

(7) Clear-Zone Width. This will vary according to design speed, traffic volume, side slopes, and horizontal curvature. See Section 49-2.0.

(8) Side Slope. Value is for new construction. See Sections 45-3.0 and 45-8.0 for more information. For a reconstruction project, see Section 49-3.0.

(9) Foreslope. See Sections 49-2.0 and 49-3.0 for the lateral extent of the foreslope in a ditch section.

(10) Ditch Width. A V-ditch should be used in a rock cut. See Section 45-8.0

(11) Backslope. The backslope for a rock cut will vary according to the height of the cut and the geotechnical requirements. See Section 45-8.0 for typical rock-cut sections.

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE
(New Construction or Reconstruction)

Footnotes to Figure 53-4 (continued)

(11A) Structural Capacity, New or Reconstructed Bridge. HL-93 loading should be applied.

(12) Width, New or Reconstructed Bridge. See Section 59-1.01(01) for more information. The bridge clear-roadway width is the algebraic sum of the following:

a. the approach traveled-way width;
b. the approach effective usable-shoulder width without guardrail; and
c. a bridge-railing offset (see Figure 59-1G).

(13) Width, Existing Bridge to Remain in Place. Clear-roadway width will be at least equal to the approach traveled-way width or the table value, whichever is greater. For a bridge longer than 100 ft, the value does not apply. The acceptability of such a bridge will be assessed individually.

(14) Vertical Clearance, Collector Under. Value includes an additional 6-in. allowance for future pavement overlays. Vertical clearance applies from usable edge to usable edge of shoulders.

(15) Vertical Clearance, Collector Over Railroad. See Chapter Sixty-nine for additional information on railroad clearance under a highway.

(16) Superelevation Rate. See Section 43-3.0 for value of superelevation rate based on design speed and radius.

(17) Horizontal Sight Distance. For a given design speed, the necessary middle ordinate will be determined by the radius and the sight distance which applies at the site. See Section 43-4.0.

(18) Maximum Grade. For a grade along a longitudinal distance of less than 480 ft (PVT to PVC), a one-way downgrade, or a road with AADT < 400, the maximum grade may be up to 2% steeper than the table value.

(19) Intersection Sight Distance. For a left turn onto a 2-lane roadway: P = Passenger car; SUT = single unit truck. See Figure 46-10G for value for a combination truck.