

Table 7-1 Roadway Design Criteria

| Classification | Residential Lane | Residential Street | Non-Residential Street | Collector Street |
|---|-------------------------|---------------------------|-------------------------------|-------------------------|
| General | | | | |
| Design Speed (miles per hour) | 20 | 30 | 30 | 40 |
| Anticipated Travel Speed (miles per hour) | 15 | 25 | 25 | 35 |
| Required Stopping Sight Distance | 125 ft. | 200 ft. | 200 ft. | 325 ft. |
| Horizontal Alignment | | | | |
| Minimum Centerline Radius | 100 ft. | 325 ft. | 325 ft. | 700 ft. |
| Intersection Rounding Radius | 15 ft. | 20 ft. | 25 ft. | 25 ft. |
| Radius at Curblines | | | | |
| Radius at Right-of-Way | N/A | 25 ft. | 25 ft. | 25 ft. |
| Minimum Tangent Between Horizontal Curves | 50 ft. | 50 ft. | 100 ft. | 150 ft. |
| Vertical Alignment | | | | |
| Minimum Centerline Grade | 1% | 1% | 1% | 1% |
| Maximum Centerline Grade | 8% | 8% | 6% | 5% |
| Minimum Leveling Area (feet) | 25 ft. | 100 ft. | 100 ft. | 100 ft. |
| “K” for Crest Vertical Curve | 10 | 30 | 30 | 80 |
| “K” for Sag Vertical Curve | 20 | 35 | 35 | 70 |
| Street Length | | | | |
| Minimum Length | 250 ft. | 250 ft. | 250 ft. | 250 ft. |
| Maximum Length of Dead End Street | 500 ft. | 1,000 ft. | 1,000 ft. | N/A |

[1] “K” = Length of vertical curve (ft) divided by algebraic difference in centerline grades (percent.)