

**NOTE: CLOSED DRAINAGE SYSTEMS ARE THE CITY STANDARD**

ITEM	STREET CLASSIFICATIONS				NOTES
	ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	
MAXIMUM A.D.T. (ALL LANES, BOTH DIRECTIONS)	24,000	12,000	7,000	2,500	SEE NOTE F
DESIGN SPEED (MPH)	50	40	30	25	
POSTED SPEED LIMIT (MPH)	40	30	25	25	
LANE WIDTH (FEET) (DOES NOT INCLUDE CURB GUTTER PAN)	12	12	12	10	SEE NOTE A
MINIMUM PARKING LANE (FEET)	PROHIBITED	11	8	7	
MINIMUM TURNING LANE WIDTH (FEET)	12	11	10	10	
MINIMUM MEDIAN WIDTH (FEET)	16	16	16	16	
MINIMUM HORIZONTAL $\hat{c}$ CURVATURE RADIUS (FEET)	1,000	725	325	*180	*SEE NOTE J
MINIMUM CURB RADIUS AT INTERSECTIONS (FT)	50	35	30	25	SEE NOTE H
STOPPING SIGHT DISTANCE (FEET)	450	300	200	150	LEVEL GRADE/WET PAVEMENT
MINIMUM ROADWAY PERCENT GRADE	0.75 %	0.75%	0.75%	0.75%	
MAXIMUM ROADWAY PERCENT GRADE	6%	6%	8%	10%	
INTERSECTION APPROACH PERCENT GRADE	3%	4%	5%	5%	SEE NOTE B
ROADWAY PAVEMENT CROSS SLOPE	3/8"/FT.	3/8"/FT.	3/8"/FT.	3/8"/FT.	
MAXIMUM SUPERELEVATION	0.06 FT./FT.	0.06 FT./FT.	-	-	
MINIMUM SUPERELEVATION RUNOFF	AASHTO STDS.	AASHTO STDS.	-	-	
MINIMUM BASIC RIGHT-OF-WAY WIDTH (FEET)	100 <sup>1</sup>	90 <sup>1</sup> -90 <sup>2</sup> -90 <sup>3</sup>	50 <sup>1</sup> -60 <sup>2</sup> -70 <sup>3</sup>	60 <sup>2</sup> -60 <sup>3</sup>	SEE NOTE A, C, & D
RIGHT-OF-WAY RADIUS AT INTERSECTIONS (FT)	40	40	40	30	LOCAL STREET, SEE NOTE G

**NOTES:**

- A. BRIDGE WIDTHS SHALL MEET MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STANDARDS. SIDEWALKS ON BRIDGE APPROACHES, SHALL BE CARRIED ACROSS, MINIMUM OF 5' WIDTH.
- B. INTERSECTION GRADES SHALL APPLY TO THE FIRST 75 FEET OF THE INTERSECTING STREET, MEASURED FROM STREET CENTER LINES.
- C. ADDITIONAL RIGHT OF WAY OR EASEMENTS MAY BE REQUIRED AT INTERSECTIONS, BRIDGES, AND MAJOR CULVERT STRUCTURES.
- D. SEE TRANSPORTATION STANDARD DETAIL PLATE T-026 FOR CUL-DE-SAC STANDARDS.
- E. PARKING SHALL BE PROVIDED AT A MINIMUM OF 3 VEHICLES PER RESIDENTIAL UNIT.
- F. PEAK DESIGN HOURLY VOLUME (D.H.V.) IS ASSUMED TO BE 10% OF THE A.D.T.
- G. THE INTERSECTING RIGHTS-OF-WAY OF A LOCAL STREET AND A NON-LOCAL STREET SHALL HAVE A 40'-0" RADIUS.
- H. WHERE DIFFERENT STREET CLASSIFICATIONS INTERSECT THE LARGER CURB RADIUS SHALL BE USED.
- J. RADII AS SMALL AS 125' MAY BE APPROVED BY THE CITY ENGINEER FOR RESIDENTIAL USE ONLY.

**SUPERSCRIPTS:**

- 1. NO PARKING
- 2. PARKING ONE SIDE
- 3. PARKING BOTH SIDES

CITY OF HAGERSTOWN, MARYLAND – ENGINEERING DIVISION

**TRANSPORTATION STANDARD DETAIL  
GEOMETRIC DESIGN CRITERIA  
CLOSED DRAINAGE SYSTEM**

ISSUE DATE: 03-01-2018

REVISIONS

**Plate T-010**

