

	LOCAL RESIDENTIAL ROAD	MINOR COLLECTOR STREET	MAJOR COLLECTOR STREET
ADT	0 – 1000	1000 – 3000	over 3000
Design Speed (mph)	35	40	45
Minimum Intersection sight distance (ft)	— (see note 1)	— (see note 1)	— (see note 1)
Vertical Alignment	—	—	—
intersection (%)	3	3	3
approaches (%)	3	3	3
tangents (ft)	100(see note 5)	100(see note 5)	100
Angle of Intersection (deg)	—	—	—
minimum	80	80	80
maximum	100	100	100
Minimum Curb Radius (ft)	—	—	—
when intersecting with:	—	—	—
light residential	25	25	30
residential	25	25	30
collector	30	30	30
ind. / comm.	N/A	30	30
Minimum Centerline Offset (ft)	—	—	—
where through street is:	—	—	—
residential	200	200	N/A
collector	200	1300	1300
ind. / comm.	1300	1300	1300
Minimum Horz. Approach Tangent (ft)	100	100	100
Minimum Road Grade (%)	1	1	1
Maximum Road Grade (%)	(see note 2)	(see note 2)	8
Minimum Tangent between Compound and Reverse Curves (ft)	— 100(see note 3)	— 100	— 100
Cul-De-Sacs (Residential)	—	—	—
ROW radius (ft)	55	55	60
pavement radius (ft)	43	43	50
min. gutter grade (%)	1	1	1
max. gutter grade (%)	4	4	4
Centerline Horizontal Radius – minimum (ft)	— 200	— 200	— 200
(Use current AASHTO Standards based on design speed)	—	—	—
Vertical Curves (see note 4)	—	—	—
Minimum (ft)	100	100	100
(Design to current AASHTO Standards)	—	—	—
Minimum Tangent (see note 5)	100	100	100
Minimum Pavement Width	26	28	28
Minimum R.O.W. Width	50	60	80

SEE NOTES ON NEXT PAGE

TOWN OF SOUTH WINDSOR
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FEBRUARY, 2011

TABLE 1 – PUBLIC ROADWAYS
DESIGN STANDARDS (PAGE 1 OF 2)

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NOTES:

1. Intersection Sight Distance shall be based on current ConnDOT guidelines for Highway Design. Refer to Section 11-2.0 in the ConnDOT Highway Design Manual, latest edition. The desirable sight distance should be strived for within a developers own property. The design speed used shall be the 85th percentile speed.

2. Maximum Road Grade and Minimum Horizontal Curve Size shall be as follows:

Road Grade	Minimum Horizontal Centerline Radius
1 to 2.99%	200'
3 to 4.99%	250'
5 to 6.99%	275'
7 to 10%	300'

NO ROAD SHALL BE GREATER THAN 10% GRADE

3. Tangent between compound or reverse horizontal curves may be reduced to zero if the proposed road is a permanent cul-de-sac not more than 600 feet long.

4. For sag and crest vertical curves, if algebraic difference in tangent grades is 3% or less, an angle point should be used.

5. The minimum vertical tangent for new local roads may be reduced to 50 feet. This applies to the minimum vertical approach tangents when a new local road intersects with an existing local residential road.

6. The minimum stopping sight distance allowed shall be as indicated in the latest edition of the ConnDOT Highway Design Manual.

TOWN OF SOUTH WINDSOR
STANDARD DETAIL

MARCH, 2005

TABLE 1 – PUBLIC ROADWAYS
DESIGN STANDARDS (PAGE 2 OF 2)

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