

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

ITEM	STREET CLASSIFICATIONS					NOTES
	ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	ALLEY	
MAXIMUM A.D.T. (ALL LANES, BOTH DIRECTIONS)	24,000	12,000	7,000	2,500	100	SEE NOTE F
DESIGN SPEED (MPH)	50	40	30	25	20	
POSTED SPEED LIMIT (MPH)	40	30	25	25	20	
LANE WIDTH (FT) (DOESN'T INCLUDE CURB GUTTER PAN)	12	12	12	10	12	SEE NOTE A
MINIMUM PARKING LANE (FT)	PROHIBITED	11	8	7	-	
MINIMUM TURNING LANE WIDTH (FT)	12	11	10	10	-	
MINIMUM MEDIAN WIDTH (FT)	16	16	16	16	-	
MINIMUM HORIZONTAL $\varnothing$ CURVATURE RADIUS (FT)	1,000	725	325	*100	50	*SEE NOTE J
MINIMUM CURB RADIUS AT INTERSECTIONS (FT)	50	35	30	25	-	SEE NOTE H
STOPPING SIGHT DISTANCE (FT)	450	300	200	150	-	LEVEL GRADE/WET PAVEMENT
MINIMUM ROADWAY PERCENT GRADE	0.75 %	0.75%	0.75%	0.75%	0.75%	
MAXIMUM ROADWAY PERCENT GRADE	6%	6%	8%	10%	13%	
INTERSECTION APPROACH PERCENT GRADE	3%	4%	5%	5%	8%	SEE NOTE B
ROADWAY PAVEMENT CROSS SLOPE	3/8"/FT.	3/8"/FT.	3/8"/FT.	3/8"/FT.	*	* SEE PLATES T-027,T-028
MAXIMUM SUPERELEVATION	0.06 FT./FT.	0.06 FT./FT.	-	-	-	
MINIMUM SUPERELEVATION RUNOFF	AASHTO STDS.	AASHTO STDS.	-	-	-	
MINIMUM BASIC RIGHT-OF-WAY WIDTH (FT)	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>	18	SEE NOTE A, C, & D
RIGHT-OF-WAY RADIUS AT INTERSECTIONS (FT)	40	40	40	30	20	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 75' 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: 06-13-2022

REVISIONS

**Plate T-010**