

MEMO

DATE: 6/8/01

TO: Murray McConnell

FROM: Jim George

RE: Minimum Rural Subdivision Standards

The new Urban Design Standards (U.D.S.) provide a good basis for our requirements. Wherever the Standards are used directly, the article is shown in **bold**:

Number of lanes	2
Travel lane width	12'
Shoulder width (earthen or granular)	2'
Minimum design speed	30 (U.D.S. = 40 m.p.h.)
Parking allowed	None
Right-of-way	
Collector	80'
Local	66'
Alley	20'
Minimum horizontal clearance (clear zone)	10'
Horizontal curves and sight distance	Refer to U.S.D.
Cul-de-sac (shall not exceed 1000' in length)	
Transition radius	50'
Bulb radius	40'
Right-of-way	52'
Vertical alignment – maximum grades	
Flat	6%
Rolling	8%
Hilly	9%
Vertical curves	Refer to U.D.S.

Surfacing thickness (granular) – if the roadways are to remain private.

Class A (2") crushed stone base	3"
Class A (¾") crushed stone surface	3"

Pavement thickness (minimum – subject to review)

Note: Pavement is required only if the roadways are to become part of the County Secondary Road System.

Portland Cement Concrete	7" w/ 6" base
Asphaltic Cement Concrete	9" w/ 6" base

Intersections – minimum acute angle of intersecting roads shall be 75° with 90° recommended. Intersections with centerlines offset less than 150' on the connecting road are prohibited.