LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DESIGN STANDARDS FOR LOCAL ROADS AND STREETS

Item No.	Item	Rural			Urban	
		RL-1	RL-2	RL-3	UL-1	UL-2
1	Design Speed (mph)[1]	30	40	50	20	30
2	Current Average Daily Traffic	0-250	250-400	Over 400	N/A	N/A
3	Design Hourly Volume	N/A	N/A	Over 100	N/A	N/A
4	Level Of Service	D	D	D	D	D
5	Number Of Travel Lanes	2	2	2	2	2
6	Width Of Travel Lanes (ft)	9	10	11[2]	9 - 12	9 - 12
7	Width of Parking Lanes (Where Used)(ft)	N/A	N/A	N/A	7 - 9	7 - 9
8	Width of Shoulders (Where Used)(ft)	2	2	6 – 8[3]	N/A	N/A
9	Type of Shoulders	Aggregate	Aggregate	Aggregate[4]	N/A	N/A
10	Width of Sidewalk (Where Used)(Offset From Curb)(ft)	N/A	N/A	N/A	4	4
	Width of Sidewalk (Where Used)(Adjacent to Curb)(ft)	N/A	N/A	N/A	6	6
11	Fore Slope -Ratio[5]					
	(A) Cut	3:1[6]	4:1	4:1	3:1	3:1
	(B) Fill	3:1[6]	4:1	4:1	3:1	3:1
12	Back Slope - Ratio[5]	2:1	2:1	3:1	2:1	2:1
13	Pavement Cross Slope (ft per ft)[7]	0.025	0.025	0.025	0.025	0.025
14	Stopping Sight Distance (ft)	200	275 - 325[8]	400 - 475	125	200
15	Max. Super Elev. (ft per ft)	0.10	0.10	0.10	0.04	0.04
16	Max. Horiz. Curv. (W/O Super Elev.)(+.025)(ft)[9]	N/A	N/A	N/A	69°00’	23°00’
	Max. Horiz. Curv. (W/O Super Elev.)(-.025)(ft)[9]	N/A	N/A	N/A	59°00’	18°00’
17	Max. Horiz. Curv. (W/ Super Elev.)[9]	24°00’	13°00’	8°00’	73°00’	24°00’
18	Max. Horiz. Grade (%)	9	9	8	10	9
19	Minimum Vertical Clearance (ft)	15	15	15	15	15
20	Minimum Horiz. Clearance (ft)					
	(A) From Edge of Travel Lane	10	10	10	N/A	N/A
	(B) From Back of Curb	N/A	N/A	N/A	1 -6	1 - 6
21	Bridge Design	HS - 20	HS - 20	HS - 20	HS- 20	HS-20
22	Width of Bridges (ft) (Min)(Face to Face Bridge Rail)	22	24	Rdwy.+6[10]	Rdwy.+8[11]	Rdwy.+8[11]
23	Bridge End Treatment Required at Bridges	Yes	Yes	Yes	Yes	Yes
			Approved		Chief Engineer	Date

[1] Shall Not Be Less Than The Speed For Which The Road Or Street Is To Be Posted Upon Completion of The Project.
[2] 12’ Lanes Required For DHV Over 200.
[3] For DHV > 400, Use 8’ Shoulder.
[4] Paved Shoulders Required For DHV Over 200.
[5] Side Slope As Steep As 1:1 May Be Used If Necessary, To Stay In Existing Right-of-Way.
[6] For Gravel Roads, 2:1 Acceptable.
[7] 2% Permissible On Rehabilitation Projects.
[8] Minimum Values Shown Permissible For Rehabilitation Projects.
Maximum Values Shown To Be Used Where Conditions Permit.
[9] It May Be Necessary To Flatten The Degree Of Curve And/Or Increase The Shoulder Width (Maximum of 12’) To Provide Adequate Stopping Sight Distance On Structure.
[10] Use Shoulder Width For DHV of 400 or More.
[11] For Approach Roadways Without Curb or Sidewalk, Use Rural Standards.

Figure 2-4