LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DESIGN STANDARDS FOR FREEWAYS

Item No.	Item	F-1	F-2	F-3
1	Design Speed (mph)	50[1]	60	70
2	Level of Service	C[2]	C[2]	B[3]
3	Number of Travel Lanes (Minimum)	4	4	4
4	Width of Travel Lanes (ft)	12	12	12
5	Width of Shoulders (Where Used)(ft)			
	(A) Outside[4]	10	10	10
	(B) Inside[5]	6	6	6
6	Type of Shoulders	Paved	Paved	Paved
7	Width of Median (ft)			
	(A) Depressed	50 min.	60-90	60-90
	(B) Continuous Barrier (4 lane)[6]	14	14	14
	Continuous Barrier (6 lane)	26	26	26
8	Fore Slope Ratio	4:1-6:1	6:1	6:1
9	Back Slope Ratio	4:1	4:1	4:1
10	Pavement Cross Slope (ft per ft)[7]	0.025	0.025	0.025
11	Stopping Sight Distance (ft)[8]	400-475	525-650	625-850
12	Maximum Superelevation (ft per ft)	0.10	0.10	0.10
13	Max. Horizontal Curvature (W/ Superelevation)[9]	8° 00’	5 °00’	3° 00’
14	Maximum Grade (%)[10]	4	3	3
15	Minimum Vertical Clearance (ft)[11]	16	16	16
16	Width of Right of Way (ft)			
	(A) Depressed Median	As Needed	300	300
	(B) Median Barrier	As Needed	As Needed	As Needed
	(C) Minimum From Edge of Bridge Structure	15-20	15-20	15-20
17	Bridge Design Load	HS-20	HS-20	HS-20
18	Width of Bridges (ft)(Min.)(Face to Face Bridge Rail)	40	40	40
19	Guardrail Required at Bridge Ends	Yes	Yes	Yes
20	Horizontal Clearance (ft)(From Edge of Travel Lane)			
	(A) 4:1 Foreslope	30	N/A	N/A
	(B) 6:1 Foreslope	22	32	34
Approved		Chief Engineer		Date

[1] For Use in Urban Areas Only.

[2] Level of Service D Permissible For Heavily Developed Urban Areas.

[3] Level of Service C Permissible For Urban Conditions and Auxiliary Facilities in Rural Areas.

[4] 12’ Paved Required With Truck DDHV Greater than 250.

[5] 4’ To Be Paved – 10’ To Be Paved On 6 Lane Facilities – 12’ To Be Paved On 6 Lane Facilities With Truck DDHV Greater Than 250.

[6] 32’ Maximum.

[7] 2% Permissible For 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] Grades 1% Higher May Be Used In Special Cases.

[11] 6” Additional To Allow For Future Surfacing – 17’ Required For Trusses and Pedestrian Overpasses.