

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS**

ITEM NO.	ITEM	RURAL			URBAN		
		RC-1	RC-2	RC-3	UC-1	UC-2	UC-3
1	Design Speed (mph)	60 ¹	60 ¹	60	30	40	45
2	Current Average Daily Traffic	0-400	Over 400	Over400	N/A	N/A	N/A
3	Design Hourly Volume	N/A	100-200	Over200	N/A	N/A	N/A
4	Level Of Service	C	C	C	D	D	D
5	Number Of Travel Lanes	2	2	2 to 4 ²	2 to 4	2 to 4	2 to 4
6	Width Of Travel Lanes (ft)						
	(A) W/ Curb	N/A	N/A	N/A	10 to 12	10 to 12	12
	(B) W/ Shoulder	11	11	12	11 to 12 ³	11 to 12 ³	12
7	Width of Parking Lanes (Where Used) (ft)	N/A	N/A	N/A	8 to 10	8 to 10	8 to 10
8	Width of Shoulders (Where Used) (ft)						
	(A) Outside	2 to 4	6 to 8 ⁴	8 to 10 ⁴	8	8 to 10 ⁵	8 to 10 ⁵
	(B) Median	N/A	N/A	4	N/A	N/A	4
9	Type Of Shoulders	Aggregate	Agg.-Pav.	Paved	Paved	Paved	Paved
10	Width of Median (ft)						
	(A) Depressed	N/A	N/A	40 - 60	N/A	N/A	N/A
	(B) Raised	N/A	N/A	N/A	4 to 30	4 to 30	4 to 30
	(C) Two Way Left Turn Lanes	N/A	N/A	N/A	11 to 14	11 to 14	11 to 14
11	Width of Sidewalk(Where Used)(Offset from Curb)(ft)	N/A	N/A	N/A	4	4	4
	Width of Sidewalk(Where Used)(Adjacent to Curb)(ft)	N/A	N/A	N/A	6	6	6
12	Fore Slope - Ratio	4:1	4:1	6:1	3:1 to 4:1	3:1 to 4:1	3:1 to 4:1
13	Back Slope - Ratio	3:1	4:1	4:1	2:1 to 4:1	2:1 to 3:1	3:1
14	Pavement Cross Slopes(ft per ft) ⁶	0.025	0.025	0.025	0.025	0.025	0.025
15	Stopping Sight Distance (ft) ⁷	525 - 650	525 - 650	525-650	200	275-325	325-400
16	Maximum Super Elevation (ft per ft)	0.10	0.10	0.10	0.04	0.04	0.04
17	Max. Horiz. Curv. (W/O Super Elev.)(+.025)(ft) ⁸	N/A	N/A	N/A	23°00'	10°00'	N/A
	Max. Horiz. Curv. (W/O Super Elev.)(- .025)(ft) ⁸	N/A	N/A	N/A	18°00'	8°00'	N/A
	Max. Horiz. Curv. (With Super Elev.)(ft) ⁸	5°00'	5°00'	5°00'	24°00'	11°00'	7°30'
19	Max. Grade (%)	7	6	5	9	9	8
20	Minimum Vertical Clearance (ft)	15	15	15	15	15	15
21	Minimum Horiz. Clearance (ft)						
	(A) From Edge Of Travel Lane	30	30	30	⁹	⁹	¹⁰
	(B) Outside (From Back of Curb)	N/A	N/A	N/A	1 to 6	1 to 6	6 to 15
	(C) Median (Where Used)(From Back Of Curb)	N/A	N/A	N/A	1 to 6	1 to 6	4 to 15

Sheet 1 of 2

¹ For Spot Projects. Lesser Design Speeds May Be Used When Conditions Require.

² For Rolling Terrain, Limited Passing Sight Distance and High Percentage Trucks, 4 Lanes May Be Required When DHV is above 700.

³ For DHV > 400 Use 12' Lanes.

⁴ For Spot-Replacement Bridge Projects Where No Future Improvements To The Roadway Are Planned, Construction May Be To The Design Minimums.

⁵ For DHV > 200 Use 8' ; For DHV > 400 Use 10'.

⁶ 2% Acceptable For Rehabilitation Projects.

⁷ Minimum Values Shown Permissible For Rehabilitation Projects.

Maximum Values Shown To Be Used Where Conditions Permit.

⁸ 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.

⁹ If Not Curbed, Clearance = 10'.

¹⁰ If Not Curbed, Clearance = 20'.

Figure 2-3
(continued on next page)

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ITEM NO.	ITEM	RURAL			URBAN		
		RC-1	RC-2	RC-3	UC-1	UC-2	UC-3
22	Width of Right of Way (Minimum)(ft) ^{11 12}						
	(A) From Centerline	60	60	75	N/A	N/A	N/A
	(B) From Edge of Travel Way	N/A	N/A	N/A	8 to 11	8 to 11	8 to 17
23	Bridge Design	HS- 20	HS- 20	HS- 20	HS- 20	HS- 20	HS- 20
24	Width of Bridge(ft)(Min.)(Face to Face Bridge Rail)	30	Shldr/wtd ¹³	Shldr/wtd	Rdwy+8 ¹⁴	Rdwy+8 ¹⁴	Rdwy+8 ¹⁴
25	Bridge End Treatment Req. At Bridges	Yes	Yes	Yes	Yes	Yes	Yes
Approved					Chief Engineer Date		

Sheet 2 of 2

¹¹ Minimum Required For New Location And As Needed For Existing Alignment.

¹² Obtain Additional Right Of Way For Future Lanes Where Justified.

¹³ 30' Minimum Width Is Allowable With Aggregate Shoulders. 38' Required For Paved Shoulders.

¹⁴ For Approach Roadways Without Curb Use Shoulder Width. 6' Sidewalk Behind Curb To Be Carried Across Bridge When Justified By Pedestrian Traffic.

Figure 2-3
(continued from previous page)