Table 2

ATASCOSA COUNTY RURAL (SHOULDER-SECTION) ROAD STANDARDS

Average Daily Traffic (one-way trips)**	**Not more than 100**	**101-1000**	**1001-2500**	**2501-5000**	**5001-15000**	**More than 15000**
Functional Classificaion	Country Lane	Local Street	Minor Collector	Major Collector	Minor Arterial	Major Artieral
Design Speed	25 mph	25 mph	35 mph	45 mph	55 mph	
Number of Lanes	2	2	2	2	4	All elements including geometric layout and cross-section shall be approved on a case-by-case basis
ROW Width	70'	70'	70'	70'	100'	
Width of Traveled Way	18'	20'	22'	24'	48'	
Width of Shoulders (each side)	2'	3'	5'	6'	8'	
Minimum Centerline Radius	15'	200'	375'	675'	975'	
Minium Tangent Length between Reverse Curves or Compound Curves	50'	50'	150'	300'	500'	
Minumum Radius for Edge of Pavement at Intersections	25'	25'	25'	25'	35'	
Intersection Street Angle (in degrees)	80-100	80-100	80-100	80-100	80-100	
Maximum Grade	15%	12%	10%	9%	8%	
Minumum Stopping Sight Distance	175'	175'	250'	350'	550'	
Minimum Intersection Sight Distance	250'	250'	350'	450'	550'	
Ditch Foreslop Grade	4:1	4:1	5:1	5:1	5:1	
Ditch Backstop Grade	3:1	3:1	4:1	4:1	4:1	
Minimum Cul-de-sac ROW Radius	65'	70'	70'	70'	N/A	
Minumum Cul-de-sac Pavement Radius	35'	45'	45'	45'	N/A	

Notes:

1) Any deviation from these standards must be the subject of an approved variance.
2) Lots that are restricted by plat note to one single-family residence shall be presumed to generate 10 one-way trips per day. Average daily traffice for all other lots determined on a case-by-case basis by the Design Engineer Subget to approval by the County.
3) Slopes for occasional short runs between intersections may exceed the percentages shown above, but maximum slopes through intersections may not.
4) No cul-de-sac shall have a cross-slope in excess of 6%.
5) Revegetation of distributed areas within new road rights-of-way is required prior to final acceptance by the County.
6) Guardrail shall be designed in accordance with TXDot Standards