

**BRYAN / COLLEGE STATION  
UNIFIED DESIGN GUIDELINES**

**2024**

**STREETS AND ALLEYS**

*Sentences and/or paragraphs that are double underlined indicate revisions that were made from the 2020 manual.*

# STREETS AND ALLEYS

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## GENERAL:

The purpose of this manual is to establish basic guidelines and certain minimum criteria for the design of streets and thoroughfares in the City. It is intended to be used by the city staff and private consulting engineers for all new street construction and improvements to existing streets. Unusual circumstances or special designs requiring exception from the standards in this manual must be approved by the City Engineer.

The criteria outlined in this manual are also intended to be used in conjunction with the Cities' Unified Technical Specifications.

The geometric design policies contained in this manual are intended to provide a reasonable degree of safety to users of the public rights-of-way in normal weather and traffic conditions. The minimum design criteria for pavement structure are intended to produce streets having a useful life expectancy of at least 20 years with reasonable expenditures for maintenance and repair.

### Submittal Requirements

The design engineer shall submit the following information with all street designs:

- Plan and profile sheets containing all information necessary to review, construct and inspect the proposed improvements. Construction plan sets shall include, but are not limited to, pavement markings, sight triangles, and signs on all roads and facilities. In situations where potential sight distance conflicts occur such as signal controllers, switch gears, landscaping, walls, signage, etc. sight distance triangles should be shown on the plans. Topographical information outside of right-of-way should be provided where the information is available. For arterial streets, the design speed must be indicated for all horizontal and vertical curves.
- Drainage report in accordance with the City's Drainage Design Guideline Manual
- Erosion Control Plan (project limits)
- Traffic Control Plans detailing the safe and efficient operation of traffic through the work zone during construction. These plans shall be prepared in accordance with the latest edition of the Texas Manual on Uniform Traffic Control Devices (TMUTCD). The City requires non-standard traffic control plans be sealed by a licensed engineer. Standard TMUTCD and TxDOT details included in the traffic control plans do not require a seal.

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## Submittal Requirements Cont'd

- Pavement marking plans shall be developed for all roads and facilities, in accordance with TMUTCD.
- Certification that plans meet all requirements except where noted
- All engineering documents required to be submitted to the City for review (i.e. reports, construction documents) shall be complete, conform to local, state, and federal regulations, and bear a seal of a Professional Engineer with signature and date unless the proposed improvements are below the threshold specified by the Texas Board of Professional Engineers.

The City Engineer may, upon request, approve an alternative design, unusual circumstance, or construction methodology that differs from the requirements in this manual on a case by case basis if the City Engineer determines that:

- (1) The alternative design or construction methodology is equivalent to, or superior to, the methodology required in this manual, and;
- (2) The alternative design or construction methodology is sufficient to ensure public health and safety. For unusual circumstances or special designs not covered in this manual refer to the latest edition of American Association of State Highway and Transportation Officials (AASHTO), “*A Policy on Geometric Design of Highways and Streets*”. In addition to AASHTO, please refer to the latest edition of the Institute of Transportation Engineers/Congress for the New Urbanism (ITE/CNU) – “*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach and the National Association of City Transportation Officials (NACTO)*” – Urban Streets Design Guide; Urban Bikeway Design Guide; and the Transit Street Design Guide.

## **STREET CLASSIFICATIONS:**

The City has adopted a functional street classification system, which basically categorizes all streets as rural, residential, collector and arterial streets. Table III defines the design criteria for all proposed streets by classification which are shown on Figures 2, 3 and 4. For classification of existing and proposed streets refer to Table IV.

## **GEOMETRIC CRITERIA:**

The elements utilized in this manual to establish engineering design criteria are based on design vehicles traveling at design speeds over specified pavement widths. These elements then relate to design guidelines for horizontal curves, vertical curves, and the use of super-elevation. Intersection controls, driveway locations and many other factors may affect the design as well.

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## Design Vehicle

Two (2) design vehicle configurations are used to establish curve and intersection design controls as listed in the tables within these Guidelines. The characteristics of these vehicles are shown in Figures 7 and 8. For additional information, Figure 9 represents passenger car configurations for off-street parking. Figure 10 represents the City's Fire Services ladder fire truck.

## Design Speed

Design speed is the designated speed used to determine curvature, super-elevation and sight distance criteria. The minimum design speeds for the various street classifications and widths are shown in the tables within these Guidelines.

## Pavement and Lane Width

Refer to Table III for appropriate lane and pavement widths.

Where bicycle lanes are provided, they shall be constructed per Figures 3, 4, and 6. The bike lane shall be delineated by a continuous painted white stripe. The bike lane symbol (as designated in the TMUTCD) shall be located immediately after each intersection to inform turning motorists of the restricted nature of the lane.

## Horizontal Alignment

The criteria for horizontal alignment are intended to provide safe and comfortable vehicle operations at normal travel speeds, accommodate access to adjacent properties, and provide adequate operating sight distances.

- **Horizontal Curves** - Minimum radii of curvature for the different street classifications and design speeds are shown in Table IV. These are based on free flowing traffic consisting of typical automobiles operating under poor weather conditions. Curve design on residential streets and thoroughfares should also consider intersections, bridges, and locations involving a high number of turning movements and topographic conditions.
- **Horizontal Tangents** - Horizontal curves shall be separated by tangents. Refer to Table VI for minimum tangent calculations for all street classifications.
- **Transitions** - Transitions from a larger street section to a smaller section or vice versa shall be in accordance with TMUTCD.

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## Vertical Alignment

The criteria for vertical alignment are intended to provide safe and comfortable vehicle operations at normal travel speeds, accommodate access to adjacent properties and provide adequate storm drainage surface flows.

The minimum grade for streets with curbs and gutters is 0.6%. Valley gutters shall be in accordance with the B/CS Drainage Design Guidelines – Section 6.

The flared gutter grade is often less than the street centerline grade. Therefore, flow line elevations are required in plan view for flared gutter grades at maximum 25 foot spacing, providing for the minimum gutter grade of 0.6%.

The maximum street grade for alleys and residential streets is 10%. The maximum grade for all other streets is 6%. Steeper grades may be approved by the City Engineer for short distances where required by topographical features or restricted alignment.

At intersections, the grades of the intersecting streets should be not more than plus or minus 2% within the first twenty-five feet of the intersecting curb line to provide a safe approach sight distance and accessible routes per the Texas Accessibility Standards (TAS) and the Public Right Of Way Accessibility Guidelines (PROWAG) and be compliant with the Americans with Disabilities Act (ADA). In unusual circumstances, approach grades of up to 8% on one of the intersecting streets may be considered by the City Engineer.

- **Vertical Curves** - When the algebraic difference in intersecting longitudinal street grades exceeds one of the following,
  - 1.0% <= 30mph (Residential)
  - 0.8% <= 40mph (Collector)
  - 0.5% <= 55mph (Arterial)

a parabolic vertical curve is required. The length of vertical curves will be determined by the minimum safe stopping distance for the specified design speed and is calculated by the formula:

$$L = KA$$

Where: L is the length of vertical curve in feet  
A is the algebraic change in longitudinal grade expressed in percent (%)  
K is a constant which can be found in Table VII

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- **Super-Elevation** - Super-elevation shall be designed for arterial streets using the following formulas:

$$e = \frac{V^2 - f}{15R} \quad \text{Or} \quad R = \frac{V^2}{15(e + f)}$$

Where: e = rate of super-elevation (feet per foot)  
(Max value = 6%)

V = vehicle design speed (mph)  
(Use 55 mph for major arterials, 45 mph for minor arterials)

f = side friction factor  
(Use f = 0.130 for V=55 mph)  
(Use f = 0.145 for V=45 mph)

R = radius of curve (feet)

## INTERSECTION DESIGN:

Street intersections should normally be at right angles and on centerline tangents. The minimum curb return radii for all right angled intersections shall be 25 feet measured from the back of curb. Sight distances for right-angled intersections shall match the safe stopping sight distances listed in Table V.

In the event that an intersection angle varies from 90°, it shall vary by no more than 15°, and each curb return radius shall be set using the WB-50 design vehicle shown in Figure 8 with wheels clearing the curb face by 2 feet.

For offset intersections refer to the City of Bryan's Land and Site Development Ordinance or the City of College Station's Unified Development Ordinance. Street spacing shall comply with the driveway spacing as outlined in the respective documents listed above.

The gutter and centerline grades of intersecting streets should be set so as to produce no more than a 2% change in grade in any direction of vehicular travel across an intersection. Storm drainage inlets shall be located outside of the intersection curb returns and should be designed to minimize the volume of storm water entering an intersection.

Intersections shall also have adjacent visibility triangles kept free of obstacles as outlined by the latest edition of AASHTO's "*A Policy on Geometric Design of Highways and Streets*". Obstacles prohibited include vegetation, entry signage, structures, buildings, etc. Public use facilities required to be at intersections such as fire hydrants, traffic signage, utility structures, etc. are exempted.

Additional design information and details shall be as published by AASHTO.

Right turn lanes and/or dual left turn lanes will be required at all intersection approaches of arterials with major collectors and other arterials (major intersections). Additional right of way may be required at any intersection to provide sight distance or as supported by a Traffic Impact Analysis.



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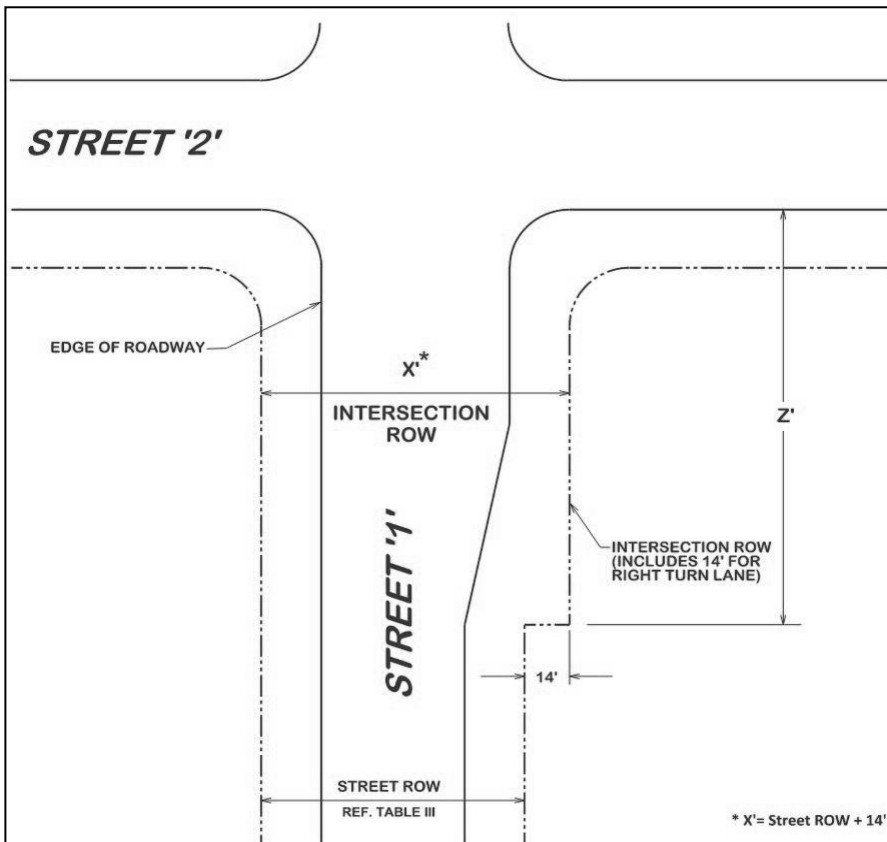
## Roundabouts, Turn Lanes, and Additional Right of Way at Intersections:

Modern Roundabout is the preferred choice at intersections of one or more collectors. Right of Way needed for roundabouts shall be determined by the design of the roundabout. Where a Roundabout at an existing intersection is not feasible, as determined by City Engineer, a right turn lane with an additional 14 feet of right-of-way will be required.

Figure 1 illustrates the minimum length for right and left turn lanes and required right-of-way at intersections. Table I indicates the total length required for turn lane taper, deceleration, and storage by roadway functional class.

Right turn lanes shall be required at all major intersections. Intersections with any collectors and local streets that have more than 40 right turns in the peak hour will also require the construction of a right turn lane.

**FIGURE 1**  
**MINIMUM LENGTH FOR RIGHT AND LEFT TURN LANES**  
**AND REQUIRED RIGHT OF WAY AT INTERSECTIONS**  
(Single approach shown, review each approach)



**TABLE I**  
**MINIMUM LENGTH OF LEFT**  
**AND RIGHT TURN LANE -**  
**(Z')**

<b><u>MAJOR ARTERIAL</u></b>	<u>465 FT.</u>
<b><u>MINOR ARTERIAL</u></b>	<u>390 FT.</u>
<b><u>MAJOR COLLECTOR</u></b>	<u>255 FT.</u>
<b><u>MINOR COLLECTOR**</u></b>	<u>200 FT.</u>
<b><u>LOCAL**</u></b>	<u>200 FT.</u>

**\*\*Local streets functioning as a collector may also require a right turn lane if there are more than 40 right turns in the peak hour.**

**\*At intersections of collector to collector streets or greater, additional ROW may be required for dual left or right turn lanes as determined by a traffic impact study or as requested by the city. X=Street ROW + 14'**

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## MEDIANS:

The use of medians will be determined either by the City or by the developer. They shall not be less than 15 feet in width as measured from back-of-curb to back-of-curb. Sheltered left turn lanes must be at least 10 feet in width with minimum length determined by the included chart. Approach taper to be typically 50 feet to maximize storage. See Table I for lane lengths.

Medians shall be aesthetically pleasing with bricks, stamped concrete, or landscape. Medians that are 5 feet in width or less measured from the back of curb shall be hard-scaped. Medians are considered a “special design” and plans addressing plant materials, irrigation, drainage and the impact on adjacent pavement must be submitted and will be approved on a case by case basis. Maintenance responsibilities of enhanced medians will be determined by the City Engineer.

Optimally, median openings will be spaced, at a minimum, every 1000 feet. Additional design information and details shall be as published by AASHTO. The City can approve additional median openings, but in no case should an opening be closer than 500 feet to another opening or to a street intersection. All median openings shall require a left turn lane.

## FLARED SECTIONS (“Cul-de-sacs”, “Elbows”, “Knuckles”, “Eyebrows”):

Note that the Cities do not require the use of flared sections in residential subdivisions even if the streets do not have a ninety degree bend. The flared sections are actually discouraged as they often cause maintenance issues.

Islands will be considered as “special designs” and will be reviewed on a case by case basis. A homeowner’s association is required to provide maintenance of landscaping and improvements contained in islands.

If an island is proposed in a cul-de-sac or flared section, the developer is responsible to design and install no parking signage for the roadway around the island. No parking is necessary to ensure adequate access for sanitation trucks and emergency vehicles.

All flared sections shall be concrete pavement only.

All dead end streets shall end in a cul-de-sac. Temporary cul-de-sacs will be considered special design and will be reviewed by the City Engineer and may include alternate materials.

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## SIDEWALKS:

Sidewalks shall be a minimum of 5 feet in width (located 4 feet from the back of curb) on local streets. Sidewalks located along streets classified as minor collector and larger shall be a minimum of 6 feet in width (located 4 feet from the back of curb) or 8 feet in width when located adjacent to the back of curb. In existing street areas where this is not possible the City will work with the developer on a width compatible with existing conditions. When approved by the City, sidewalk alignments may be varied to accommodate landscaping and avoid trees or other obstructions in the standard sidewalk location. In all circumstances, a minimum clear pedestrian width of 4 feet shall be provided.

For sidewalks not placed at back of curb, the buffer area located between the back of curb and the sidewalk shall be privately maintained.

Designs for the construction of sidewalks and ambulatory ramps shall meet current TAS and PROWAG standards and be ADA compliant.

Concrete driveways, regardless of length or slope, will contain a minimum 3 foot wide sidewalk section with a cross slope as shown on the standard detail which aligns with sidewalk approaches.

In instances where drainage passes underneath a sidewalk and cannot be accommodated otherwise, utilize Neenah R-3262 product for clean discharge at curb face. Alternate designs, such as steel plates, shall be approved by the City Engineer.

## PAVEMENT STRUCTURE:

Pavement structure for urban streets is generally determined by the anticipated loads to be carried, the quality and strength of the paving materials used and the load bearing capacity of the underlying subgrade. This manual provides minimum criteria for both rigid and flexible pavements using generalized soil conditions applicable to coarse grained and clay soils for each street classification. These minimum criteria are shown in Table VII.

The design engineer shall visit the site and make soil tests to determine the appropriate subgrade preparation and pavement design.

If an alternate pavement design is proposed, the engineer should discuss with the City such alternate ideas and methodology. The engineer shall base the pavement thickness designs on actual soil analyses and use the current AASHTO pavement thickness design methods. Specific pavement thickness designs submitted for approval must be accompanied by soils testing reports to fully support the assumptions of the procedure being used. Parameters based on general soil classifications will not be permitted. The City reserves the right to deny alternate designs.

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## PAVEMENT STRUCTURE (CONT'D):

When underground utility conduits or storm sewers are constructed or reconstructed in open trenches beneath new pavement, the trenches must be backfilled over the required bedding and compacted up to the bottom of the subgrade as shown in the City's Standard Construction Details.

## CURBING:

Rural streets are not required to have curbs. All other streets shall have 6 inch raised curb. Residential streets may have a standard lay-down curb. All lay-down curb designs must be accompanied with drainage design calculations. Sidewalks shall not be installed adjacent to lay-down curb.

Curbing for rigid pavements shall conform to the cross sections as shown in the City's Standard Construction Details and shall be poured monolithically with the paving or be doveled in.

## STREET CROWNS:

Street crowns shall be at the centerline of pavement and will be set by a straight 3% cross-slope upward from the edge of the gutter. Offset crowns may be used in unusual circumstances. No streets, with the exception of alleys, will be allowed to have center drains.

## ETJ STREETS:

Concrete streets are not allowed in developments in the ETJ.

Utilities parallel to the roadway in ETJ developments shall not be located within rights of way.

## ENTRANCE ISLANDS:

Entrance islands will be considered as "special designs" and will be reviewed on a case by case basis. A homeowners association is required to provide maintenance of landscaping and improvements contained in entrance islands.

## SIGNAGE:

### Regulatory Signage:

All regulatory signage shall be in compliance with the TMUTCD. In College Station, the Developer shall install at least three 'End of Road' signs (OM4-1) per TMUTCD standards using TxDOT's sign foundation "Wedge Anchor System" In College Station, the Developer shall install any required 'No Parking' signs in accordance with the Unified Development Ordinance.

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## SIGNAGE (CONT'D):

### Street Name Signs

In the City of College Station only, street name signs will be installed by the Developer. Developer must submit a dimensioned location plan and the street name signs for both public and private streets shall be designed and installed according to the City's standards. This sign standard can be acquired by contacting the City's Traffic Division. The Developer shall contact the City of College Station's Planning and Development Services to acquire the required block number for the signs. The City of Bryan will continue to install signs with city forces. A fee for sign installation, in the City of Bryan only, shall be paid at the time that the final plat is ready for filing.

### Decorative Signage

Special sign poles are allowed but the installation must meet State safety requirements.

### Other Signs

All other signs will be regulated by the sign ordinance.

### Foundations

City of Bryan shall require the "Wedge Anchor System" on all signs. City of College Station shall require, as shown on TxDOT standard details, the "Triangular Slipbase System" on collectors and above and the "Wedge Anchor System" on local streets.

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**TABLE II**  
PAVEMENT MARKINGS AND SIGNAGE

	<b>PAVEMENT MARKINGS (INCLUDING BIKE LANES)</b>	<b>STREET NAME SIGNS</b>	<b>ALL OTHER SIGNAGE</b>
<b>PLANS</b>	Developer provides plans for all streets and facilities to TMUTCD standards	(In College Station) Developer produces dimensional location plan	Developer provides plans for all streets and facilities to TMUTCD standards
<b>INSTALLED</b>	Developer installs all pavement markings and markers.	(In College Station) Developer installs street name signs. Letter of Completion and opening held until all signs are installed.  (In Bryan) City to install all street name signs. Letter of Occupancy to be held until street name sign fee has been received	(In College Station) All signs must meet the TMUTCD and are to be installed by the developer, except for regulatory signs.  Additionally, the developer shall be responsible for installing 'End of Road' markers according to TMUTCD standards.  The Developer shall be responsible for installing 'No Parking' signs in accordance with the Unified Development Ordinance.  (In Bryan) All signs, except street name signs, are installed by the Developer unless otherwise specified.

## PAVEMENT MARKINGS:

Construction Plans shall note that all pavement markings shall meet the latest version of the TxDOT Standard Specifications Item 666 for Type I markings.

### Crosswalks

Crosswalk markings are important traffic control devices at controlled intersections. These devices identify the appropriate location for pedestrians to cross the intersection as well as informing drivers where pedestrians maybe present. Not all locations need the crosswalks marked; however, typically collector and arterial streets do. As stated in the TMUTCD, an engineering study should be performed before crosswalks are installed at locations other than controlled intersections. Reference crosswalk pavement marking detail. College Station will be continental everywhere and Bryan is continental or bar pair.

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## PAVEMENT MARKINGS (CONT'D):

Additional information about crosswalk markings can be found in the TMUTCD.

The design of crosswalks with brick pavers, stamped asphalt, stamped concrete, etc., shall also accommodate in that design the placement of retroreflective, thermoplastic transverse or longitudinal style striping for crosswalks.

### Stop and Yield Lines

Unless otherwise specified, all stop and yield lines shall meet TxDOT's specification for Type I markings

The design of crosswalks with brick pavers, stamped concrete, etc. shall also be accommodated in that design the placement of retroreflective stop lines and/or yield lines.

## STREETSCAPE:

### Handrails

The design shown in the Standard Sidewalk Details will be used wherever a vertical drop of 12 inches or greater within 3 feet of the walkway exists or where there is a vertical drop of more than 30 inches within 10 feet of the sidewalk. In situations where a drop-off is not adjacent to the pedestrian path but is within a reasonable clear zone, the designer should determine whether a hand rail is needed.

### Street Furniture

Street furniture will be in accordance with the standards adopted in the overlay district, where one exists.

### Brick Pavers

Brick pavers may be used on sidewalks and on streets at crosswalks or in intersections. Brick pavers in streets and sidewalks are to be placed on top of full depth concrete pavement. The color and texture of brick pavers will be in accordance with the standards adopted in the overlay district, where one exists. Retroreflective thermoplastic transverse striping is required on either side of brick paver crosswalks.

Brick pavers shall be used on medians less than 4 feet in width or within 50 feet of median noses. Brick pavers in medians will be installed on top of a sand bed or base material instead of full depth pavement.

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## **STREETSCAPE (CONT'D):**

### *Patterned Colored Concrete*

Patterned colored concrete may be used on sidewalks, crosswalks, in intersections, or in medians. Color should be integral to the concrete or by stain.

## **GATED NEIGHBORHOODS:**

No gates are allowed on public streets. A homeowners association is required for maintenance of gates. Access shall be provided for emergency services, utility and solid waste services and for pedestrians.

## **STREETLIGHTS:**

Street lighting will be included in all new developments. The pole lamp and fixture specifications as well as the cost for street light installation will be per local codes. Street lights should be placed at all intersections, at the end of all cul-de-sacs and at a spacing of 300 feet. Spacing within rural areas may be larger with approval of the City Engineer.

## **BICYCLE FACILITIES:**

All bicycle facilities, including but not limited to, bike routes, bike lanes, and bike paths shall be designed in accordance with the most current AASHTO guidelines.



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TABLE III - MINIMUM GEOMETRIC DESIGN CRITERIA FOR NEW CONSTRUCTION

	Alley	Residential	NTD Residential Streets <sup>1</sup>	Rural <sup>4</sup> Residential	ETJ/City Rural <sup>4</sup> Collector	Minor Collector/ Commercial Streets	Major Collector	Minor Arterial	Major Arterial
ROW <sup>2</sup>	24'	50'	50'	70'	100'/90'	60' <sup>7</sup>	80'	105'	130'
Pavement Width <sup>3</sup>	12' <sup>9</sup>	27'	24'	<u>28'</u>	30'/36'	38'	54'	83'	95'
Traffic Lanes	N/A	2	2	2	2	2	3	4	6
Lane Width <sup>5</sup>	N/A	N/A	N/A	12'	13'/16'	12'	12'	12.5'/12' <sup>5</sup>	12.5'/12'/12.5' <sup>5</sup>
Curb	None	Laydown or standard	Laydown or standard	<u>Ribbon<sup>6</sup></u>	None/ <u>Ribbon<sup>6</sup></u>	Standard	Standard	Standard	Standard
Shoulder Width	N/A	N/A	N/A	2 @ 2' Ea <sup>6</sup>	2 @ 2' Ea <sup>6</sup>	N/A	N/A	N/A	N/A
Left Turn Lane Width	None	None	None	None	None	Permitted (13')	(14')	None	None
Parking	None	Permitted	One Side Only	None	None	None	None	None	None
Raised Medians	None	None	None	None	None	None	None	17'	21'
Sidewalks Req./Width	None	Per local Subdivision Ordinance/5'	Per local Subdivision Ordinance/5'	None	None	Both/6' <sup>8</sup>	Both/6' <sup>8</sup>	Both/6' <sup>8</sup>	Both/6' <sup>8</sup>
Bike Lanes	N/A	N/A	N/A	N/A	N/A	Required	Required	Required	N/A

NOTES:

- Cul-de-sacs on residential and rural streets, less than 100' in length (not including cul-de-sac diameter) shall have a 50' ROW radius with a 48' pavement radius.
  - All other cul-de-sac streets shall have a min. 60' ROW radius with a min. 50' pavement radius.
  - Temp. "T" turnarounds, in accordance with the local fire code, will only be allowed under circumstances when no other option is viable and with prior approval.
  - Streets and cul-de-sacs within the ETJ will match county standards.
  - At all intersecting street rights-of-ways, provide a minimum 25' ROW chamfer. See Figure 12.
  - Additional easements may be required parallel to the street right-of-way for utilities if necessary.
- <sup>1</sup> No more than 24 lots between cross streets. Allowed in single family developments only.
- <sup>2</sup> Right of Way widths listed herein are a minimum and additional right of way may be required. At intersections of collector to collector streets or greater, additional row will be provided for dual left or right turn lanes as required by traffic impact study or requested by the city. According to the Minimum Length and Additional Right-of-Way for Turn Lanes at Intersections.
- <sup>3</sup> Pavement widths are measured from back of curb to back of curb or from the edge of pavement to edge of pavement where there is no curb.
- <sup>4</sup> Rural sections shall only be used where allowed by local zoning. A 16' wide PUE must be provided for public use on each side of all streets. Where conditions make this impractical an easement on only one side of the road may be provided, not less than 20' in width.
- <sup>5</sup> Wider lanes required on outside lanes only.
- <sup>6</sup> Rural Residential Shoulders shall be asphalt primed or shall have ribbon curb installed. Ribbon curb applies only to those rural sections located within the city limits
- <sup>7</sup> A 5' easement will be required on either side of right-of-way.
- <sup>8</sup> Sidewalk may be 8 feet in width when located adjacent to the back of curb.
- <sup>9</sup> 12' may need to be increased to 20' if access is needed for fire services or sanitation.

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**TABLE IV**  
STREET CLASSIFICATION DEFINITIONS

**ALLEY:** A minor public right-of-way which provides a secondary means of vehicular access to abutting property and which is used primarily for vehicular traffic to the rear or side of properties which otherwise abut on a public street. Parking is not allowed on alleys.

**COMMERCIAL STREET:** A street which primarily serves commercial or multi-family development. Commercial streets shall be built to at least Minor Collector standards.

**MAJOR ARTERIAL STREET:** A street which carries high volumes of vehicular traffic (in the general range of 20,000 VP to 60,000 VP) and which is intended to move traffic in, out or around the City.

**MINOR ARTERIAL STREET:** A street which carries high volumes of vehicular traffic (in the general range of 5,000 VP to 30,000 VP) and which is intended to move traffic around the City.

**MAJOR COLLECTOR STREET:** A street which primarily serves vehicular traffic (in the general range of 5,000 to 10,000 VP) from residential streets and minor collectors to arterials. A collector may also provide very limited access to abutting properties if approved by the City.

**MINOR COLLECTOR STREET:** A street which primarily serves vehicular traffic (in the general range of 1,000 to 5,000 VP) from residential streets to collectors or arterials. A minor collector may also provide limited access to abutting properties if approved by the City. Additionally, the streets identified as collectors on the Thoroughfare Plan may be designed as minor collectors only if approved by the City.

**NEO-TRADITIONAL DESIGN (NTD) RESIDENTIAL STREET:** A street which primarily serves vehicular traffic to abutting single family residential properties where narrow, more curvilinear streets are desired. Parking is only allowed on one side of the street and block length is limited.

**RESIDENTIAL STREET:** A Street which primarily serves vehicular traffic to abutting residential properties. A residential may also provide limited access to commercial properties if approved by the City.

**RURAL RESIDENTIAL STREET:** A street in the ETJ of the City which primarily serves vehicular traffic to abutting residential properties. A rural residential may also provide limited access to commercial properties if approved at the time of platting by the City and County. Construction and maintenance of the rural residential streets are generally under the jurisdiction of the County. Rural street sections are allowed inside the city limits in areas with appropriate zoning and lot size. Refer to the local zoning ordinance for guidance.

**RURAL COLLECTOR STREET:** A street in the ETJ of the City which primarily serves vehicular traffic from residential streets to arterials. A rural collector may provide limited access to abutting residential properties if approved at the time of platting by the City and County. Construction and maintenance of the rural collectors are generally under the jurisdiction of the County.

# STREETS AND ALLEYS

**TABLE V**  
MINIMUM GEOMETRIC CRITERIA FOR STOPPING SIGHT DISTANCE

STREET CLASSIFICATION	DESIGN VEHICLE	DESIGN SPEED (mph)	STOPPING SIGHT DISTANCE (ft.)	MIN. "K" 1	
				CREST	SAG
<u>LOCAL STREETS</u>	<u>SU</u>	<u>30*</u>	<u>200</u>	<u>19</u>	<u>37</u>
MINOR COLLECTOR	SU	35	250	29	49
RURAL COLLECTOR & MAJOR COLLECTOR	SU	40	305	44	64
MINOR ARTERIAL	WB-50	45	360	61	79
MAJOR ARTERIAL	WB-50	By Design	By Design	By Design	By Design

<sup>1</sup> If intersecting grades result in a "K" value less than that shown, the minimum vertical curve length shall be equal to 3x Design Speed.

\* For other speed limits refer to AASHTO

**NOTES:**

- Sight distance at street intersections shall be provided in accordance with the latest edition of AASHTO's "A Policy on Geometric Design of Highways and Streets" measured 10' from the edge of the intersecting street.

# STREETS AND ALLEYS

**TABLE VI**  
MINIMUM GEOMETRIC CRITERIA FOR HORIZONTAL CURVATURE

Street Classification	Design Vehicle	Design Speed (mph)	Des. Max. Rate of Super-elevation (%)	Min. Center-line Radius (ft.)	Max Tangent Between Reverse Curves	Min. Tangent Between Reverse Curves (ft.)	Max. Relative Edge Slopes For Super Transition <sup>1</sup> (ft. /ft.)
Rural Collector	SU	40	N/A	575	N/A	By Design	N/A
Minor Collector	SU	35	N/A	430	N/A	By Design	N/A
Major Collector	SU	40	N/A	575	N/A	By Design	N/A
Minor Arterial	WB-50	45	6	675	N/A	By Design	1:200
Major Arterial	WB-50	By Design	6	By Design	N/A	By Design	1:225

<sup>1</sup> Super-elevation transition is to be accomplished 2/3 outside of the horizontal curve and 1/3 within the curve. The minimum tangent between successive horizontal curves should be designed such that proper super-elevation transitions can be effected.

Example for calculating super-elevation and minimum tangent between successive curves:

*Given: 5-lane minor arterial with 12 foot lanes and a 14 foot TWLTL. Typical section is rooftop crown with 2% cross slopes. 675 foot curve left followed by a 675 foot curve right. Super-elevation rotation is about center of road.*

6% maximum super-elevation required for the minimum curves given.

High side max. relative vertical transition =  $(0.06 - (-0.02)) \times (12' + 12' + (14'/2)) = 2.48$  feet

Horizontal transition required to effect super-elevation = 2.48 feet x 200  
(From last column in above table) = 496 feet

2/3 within tangent = 330 feet; 1/3 within curve = 166 feet

Low side max. relative vertical transition =  $(0.06 - 0.02) \times (12' + 12' + (14'/2)) = 1.24$  feet

Horizontal transition required to effect super-elevation = 1.24 feet x 200  
(From last column in above table) = 248 feet

2/3 within tangent = 165 feet; 1/3 within curve = 83 feet

Therefore, the minimum tangent length required between these two curves is 495 feet or 330 feet + 165 feet.

# STREETS AND ALLEYS

**TABLE VII**  
MINIMUM PAVEMENT THICKNESS CRITERIA

<b>FLEXIBLE PAVEMENTS</b>			
<b>STREET CLASSIFICATION</b>	<b>SUBGRADE TREATMENT</b>	<b>BASE MATERIAL</b>	<b>SURFACE TREATMENT</b>
RESIDENTIAL	6 in Lime-Stab.	6 in Limestone, 6 in Cement Stabilized Base, or 4 in HMAC	2 in HMAC
MINOR COLLECTOR	6 in Lime-Stab.	8 in Limestone, 8 in Cement Stabilized Base, or 5 in HMAC	2 in HMAC
COLLECTOR & ARTERIAL	Design based upon Geotechnical Report, but not less than pavement structure shown for a minor collector		

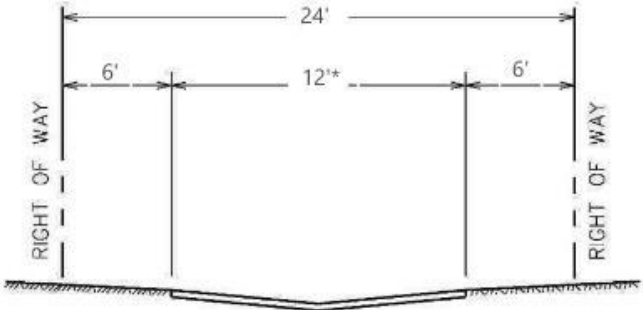
<b>RIGID PAVEMENTS</b>		
<b>STREET CLASSIFICATION</b>	<b>SUBGRADE TREATMENT</b>	<b>CONCRETE PAVEMENT</b>
ALLEYS	6 in Cement-Stab. Sand or 6 in Lime-Stab.	6 in
RESIDENTIAL	6 in Lime-Stab.	6 in
COLLECTOR AND PRIVATE LOCAL STREETS	6 in Lime-Stab.	8 in
ARTERIAL	Design based upon Geotechnical Report, but not less than pavement structure shown for a collector	

**NOTES:**

- Lime stabilization is the most commonly used for local clay soils. If other types of stabilization are desired, please submit information.
- College Station only allows rigid pavements.
- In Bryan, entire bulb of cul-de-sac shall be rigid pavement only

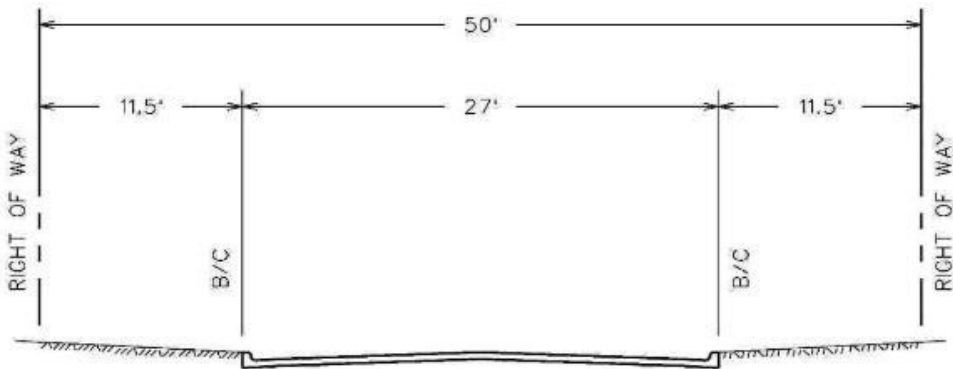
# STREETS AND ALLEYS

**FIGURE 2**  
RESIDENTIAL STREET SECTIONS

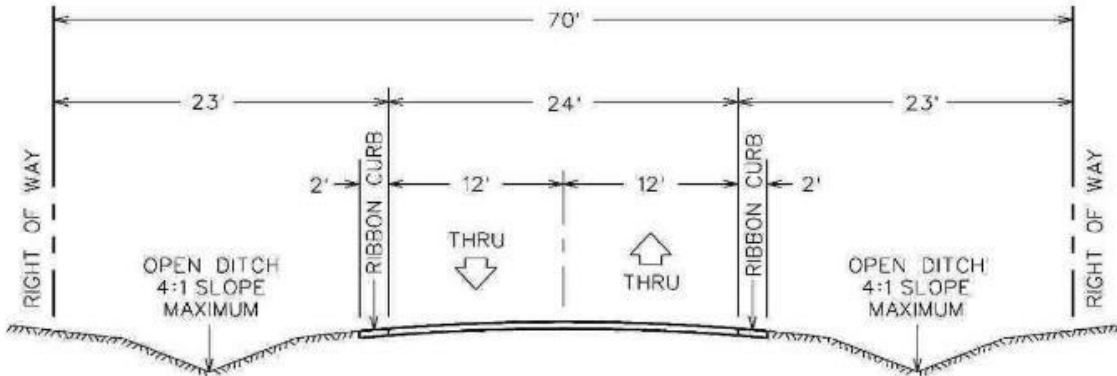


\* 12' may need to be increased to 20' if access is needed for fire or sanitation services.

## ALLEY



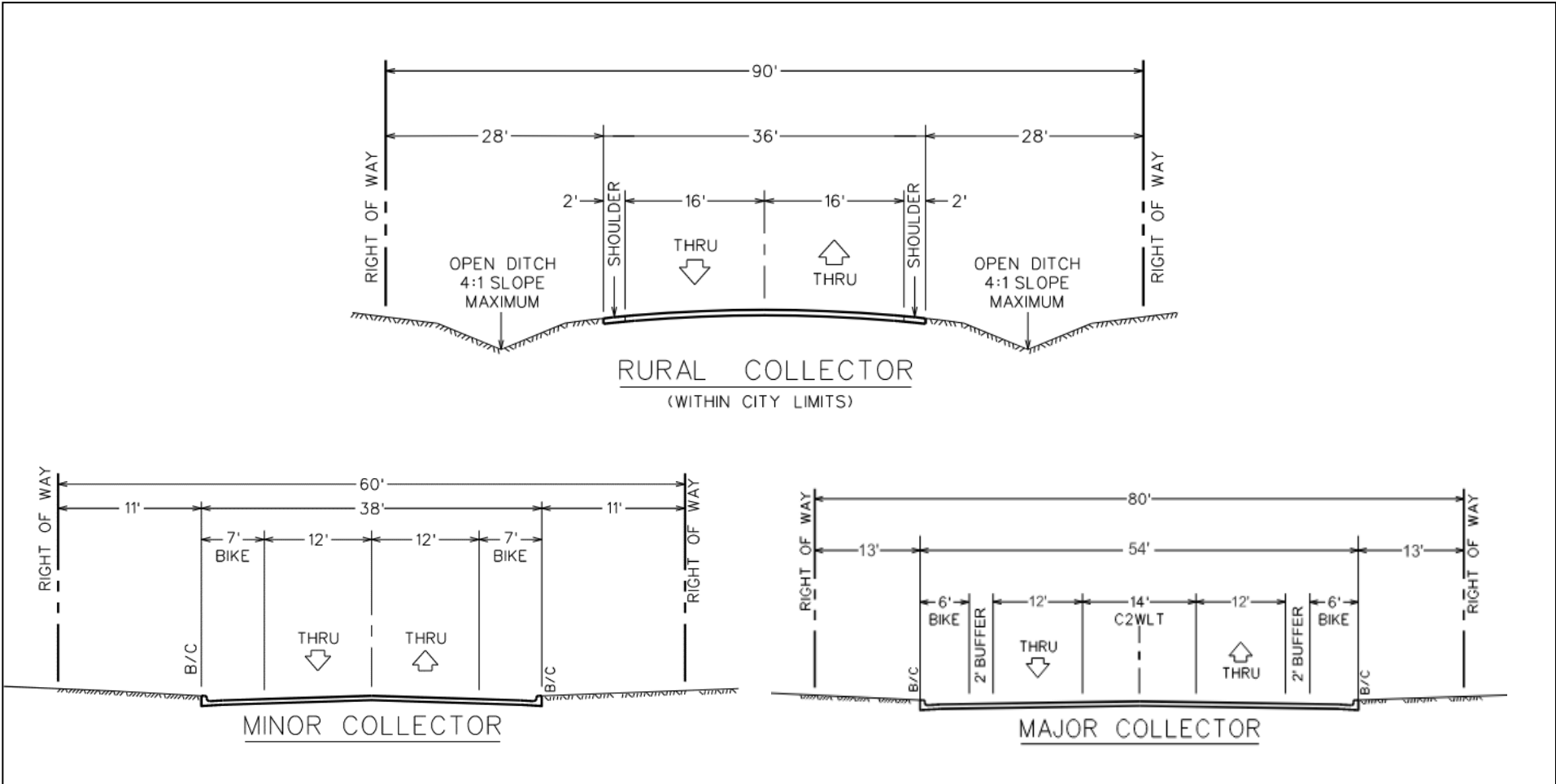
## RESIDENTIAL



## RURAL RESIDENTIAL

# STREETS AND ALLEYS

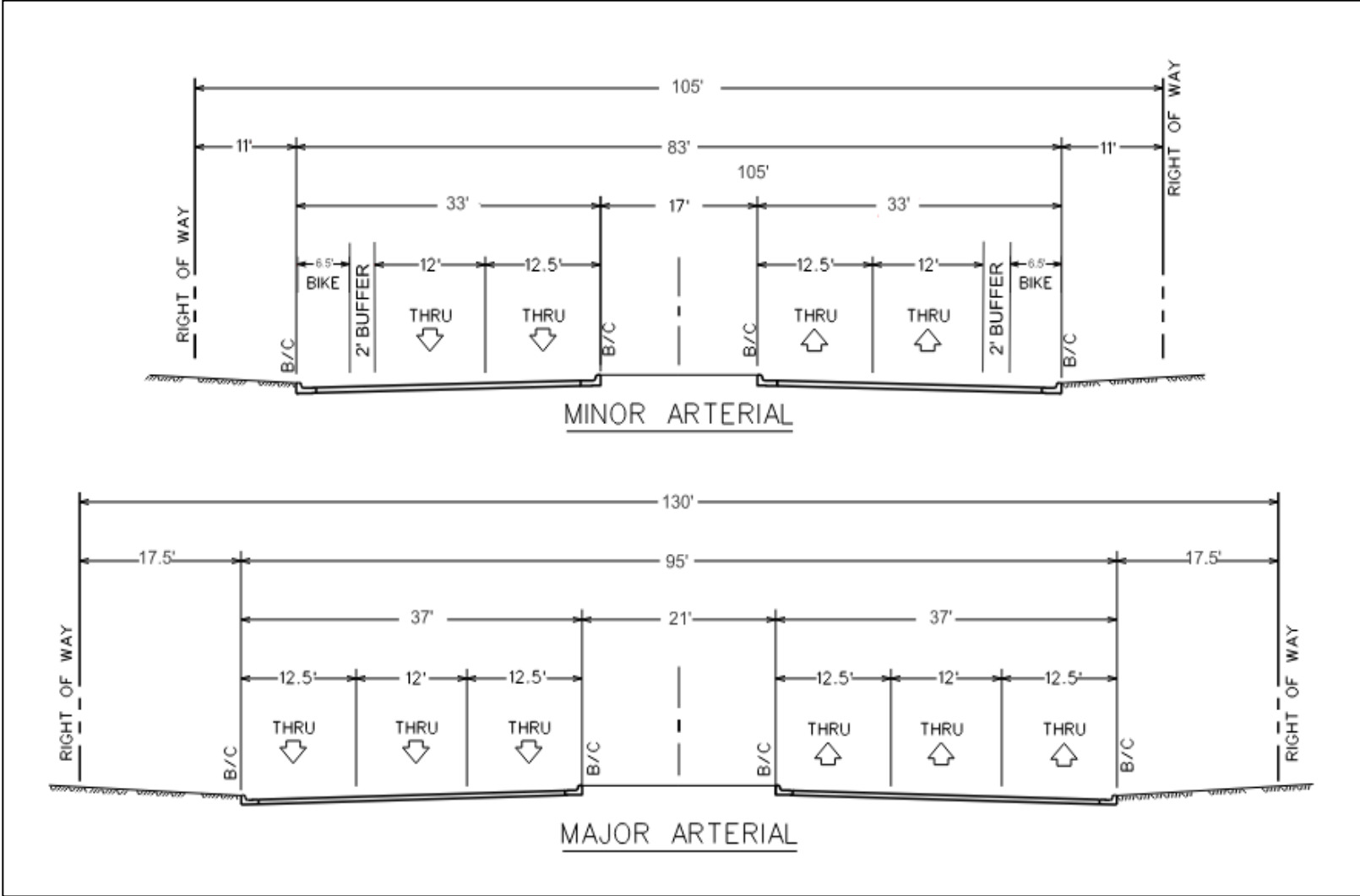
**FIGURE 3**  
**COLLECTOR STREET SECTIONS**



Note: Though not shown, sidewalks are required for each section except Rural Collector

# STREETS AND ALLEYS

**FIGURE 4**  
**ARTERIAL STREET SECTIONS**

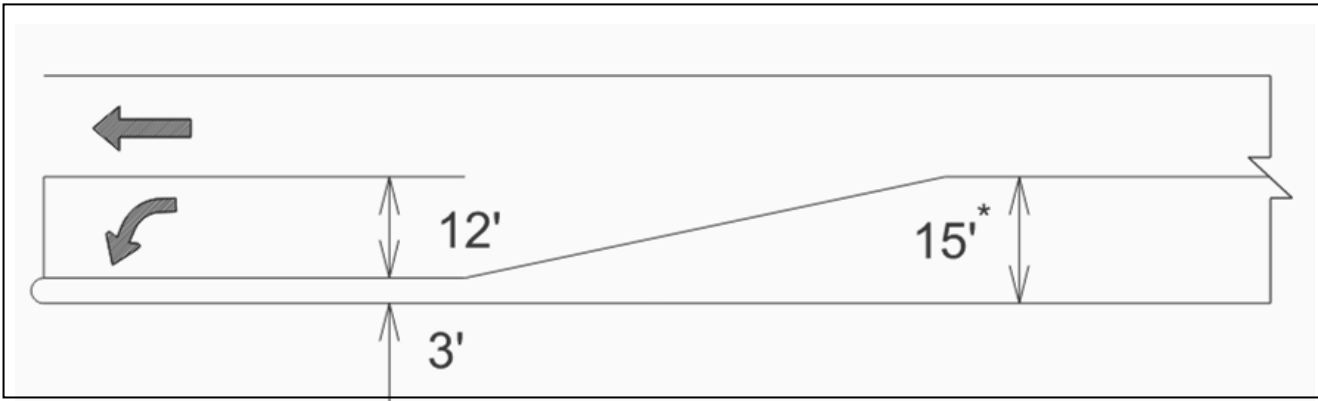


Note: Though not shown, sidewalks are required for each



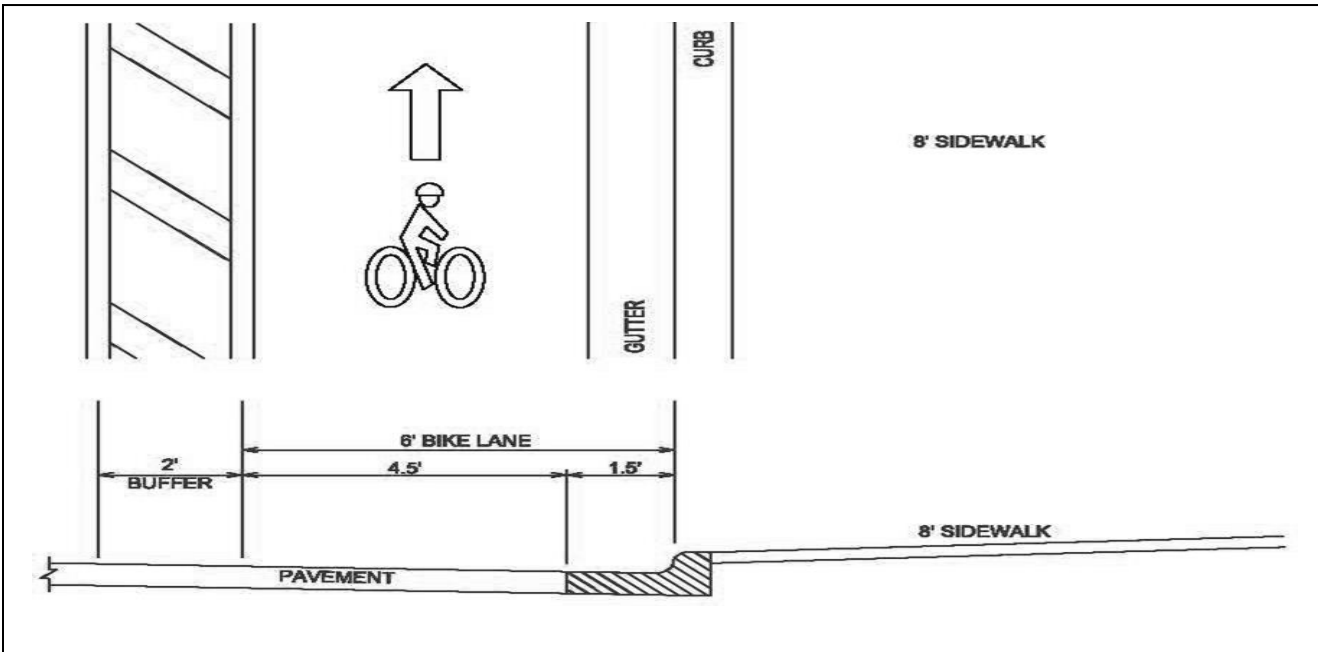
# STREETS AND ALLEYS

**FIGURE 5**  
MEDIAN TURN LANE DIAGRAM



*\*15' minimum for minor arterials and major arterials refer to Table III.*

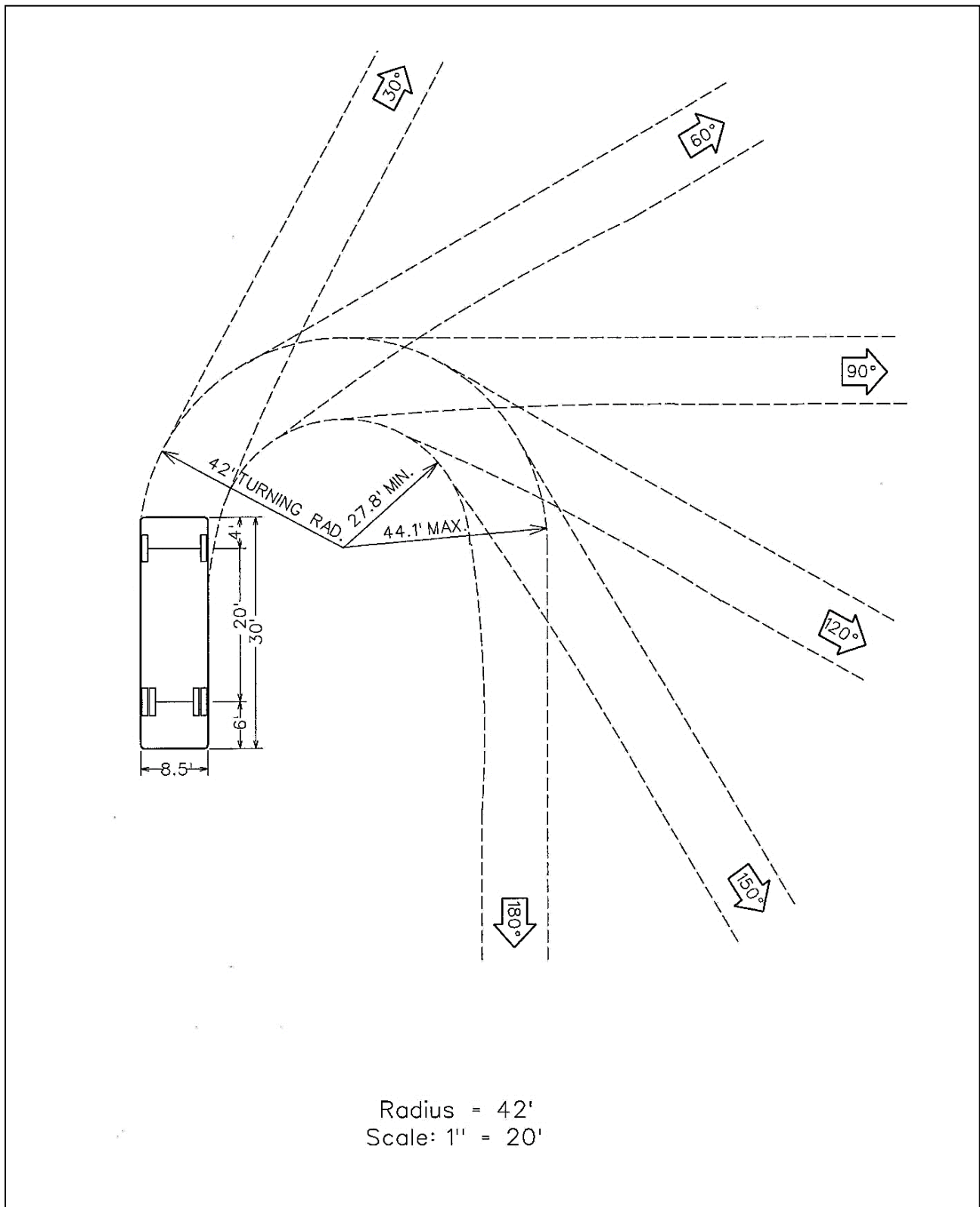
**FIGURE 6**  
BIKE LANE DIAGRAM



-Per NACTO, diagonal hatching is only required if the buffer is greater than 2'.

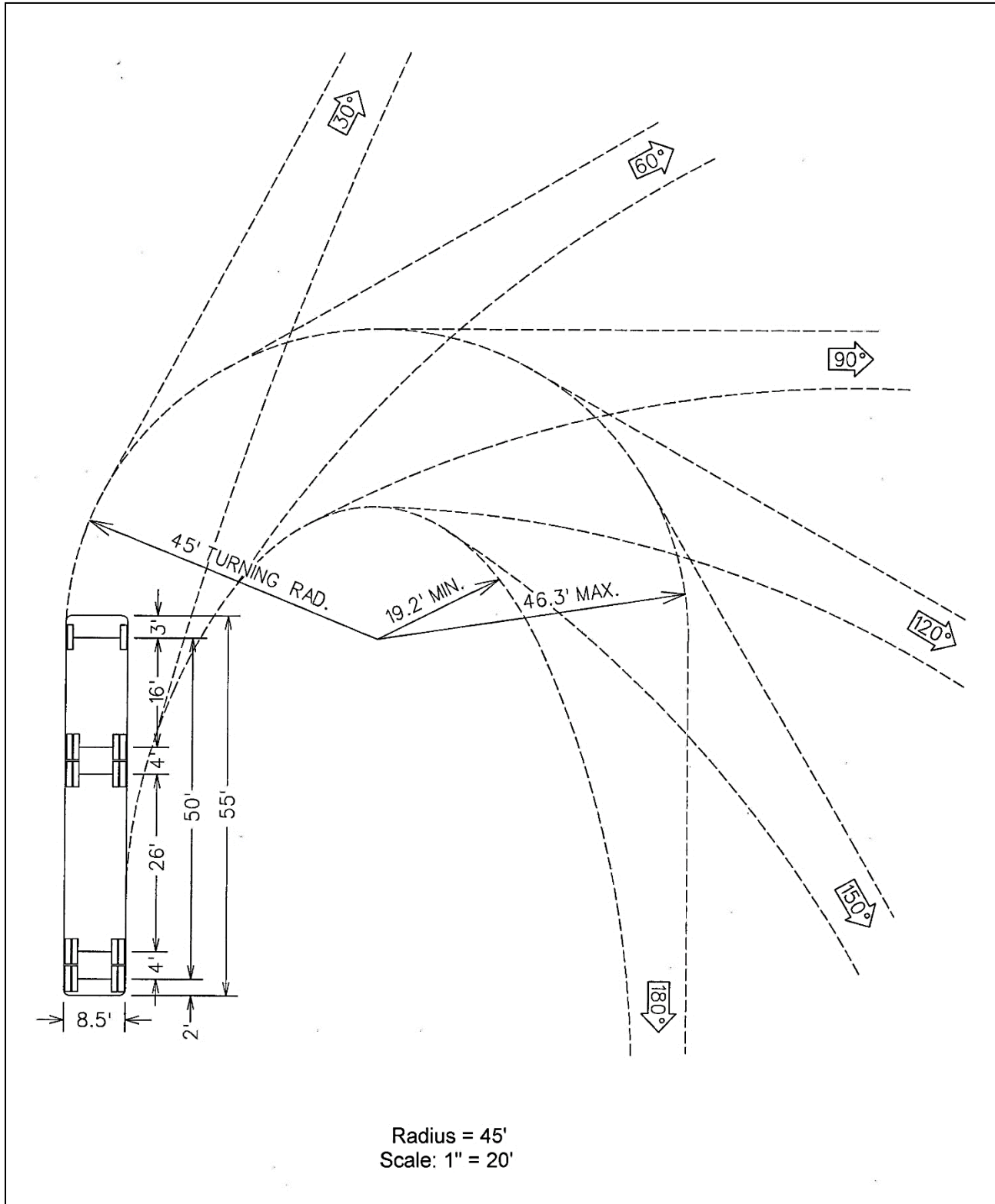
# STREETS AND ALLEYS

**FIGURE 7**  
SINGLE UNIT TURNING DESIGN TEMPLATE



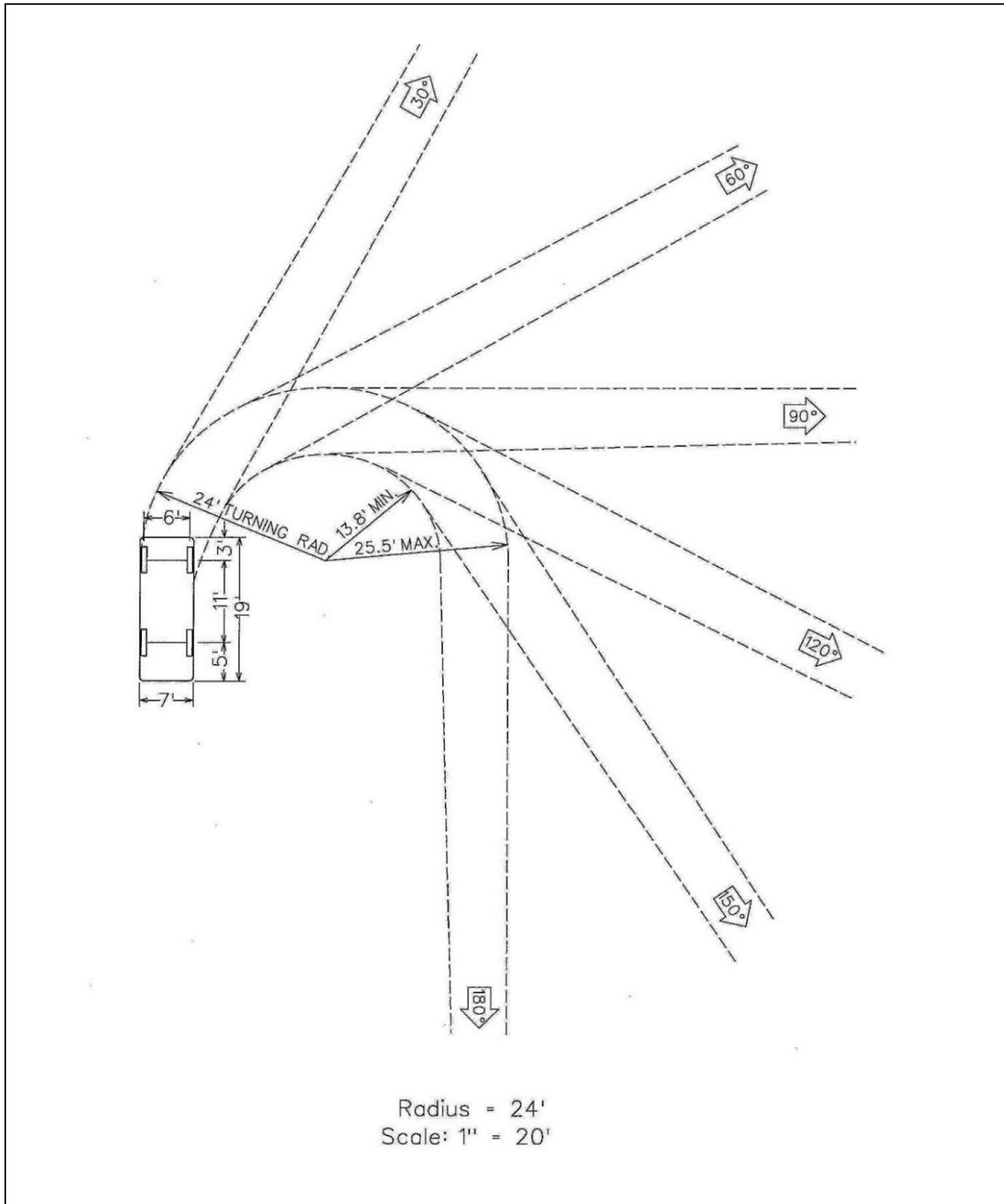
# STREETS AND ALLEYS

**FIGURE 8**  
WB-50 TURNING DESIGN TEMPLATE



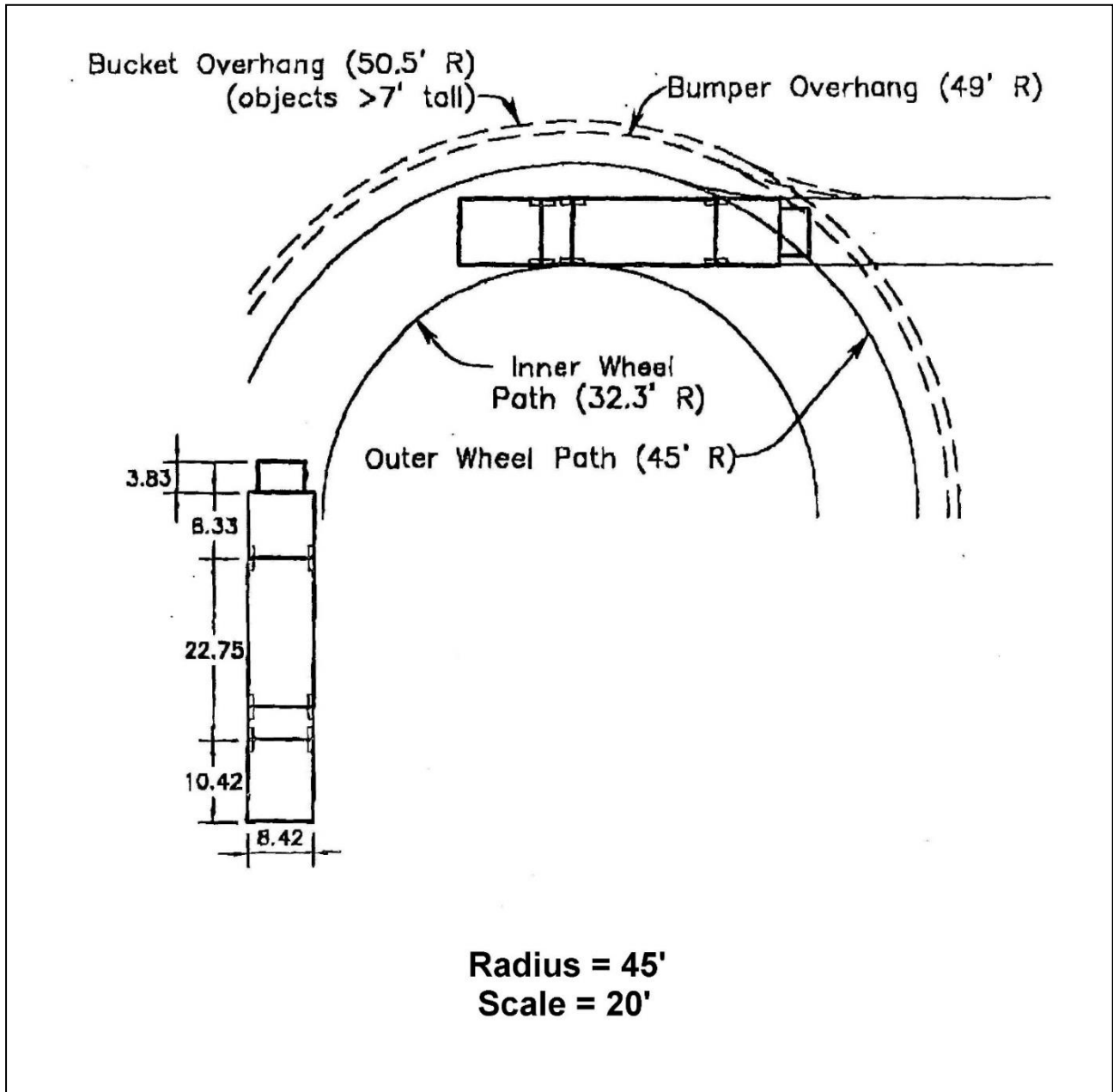
# STREETS AND ALLEYS

**FIGURE 9**  
PASSENGER CAR TURNING DESIGN TEMPLATE



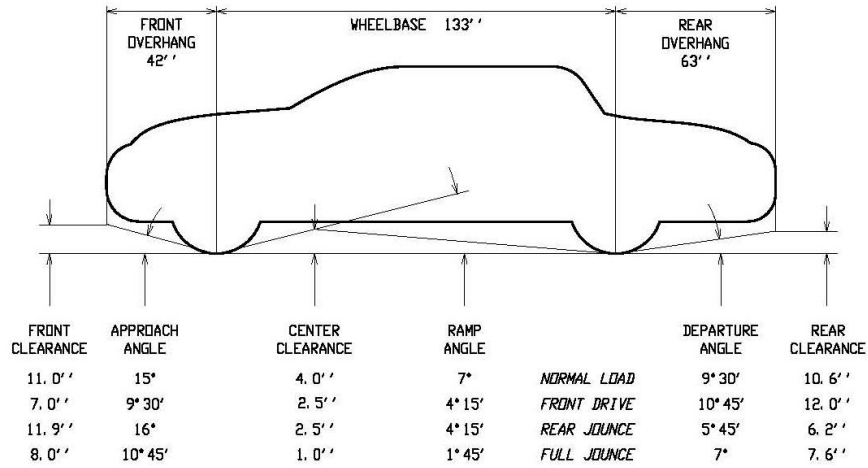
# STREETS AND ALLEYS

**FIGURE 10**  
FIRE LADDER TRUCK  
TURNING DESIGN TEMPLATE

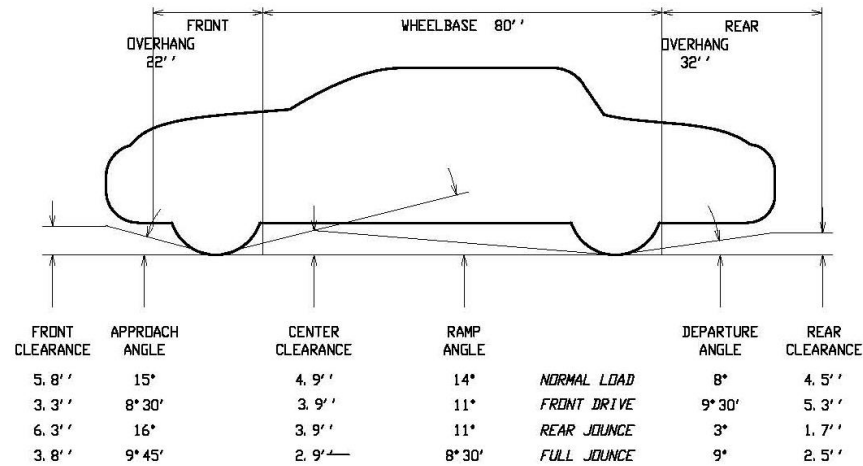


# STREETS AND ALLEYS

**FIGURE 11**  
**CLEARANCE DIMENSIONS**  
**FOR COMPOSITE VEHICLES**



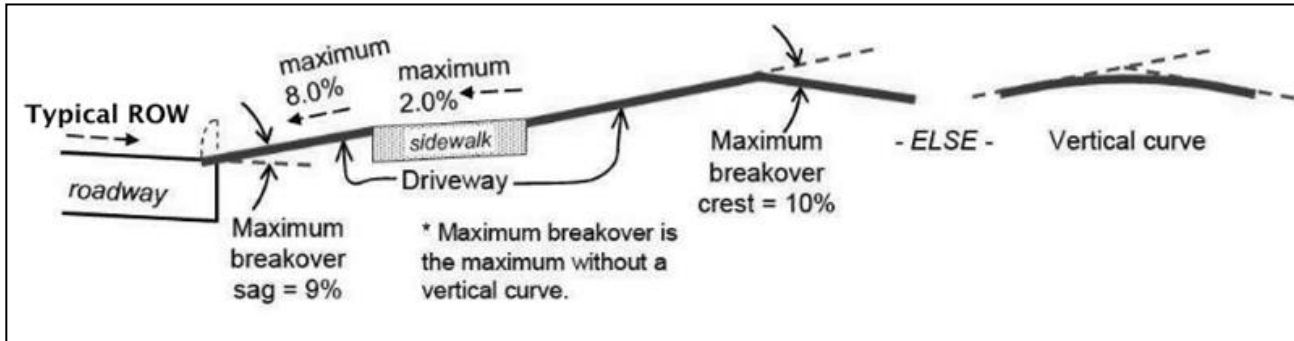
COMPOSITE LONGEST VEHICLE: CLEARANCE DIMENSIONS UNDER VARIOUS CONDITIONS



COMPOSITE SHORTEST VEHICLE: CLEARANCE DIMENSIONS UNDER VARIOUS CONDITIONS

# STREETS AND ALLEYS

**FIGURE 12**  
RECOMMENDED MAXIMUM GRADES  
FOR A DRIVEWAY



**FIGURE 13**  
CORNER CHAMFER

