

Table 2
ATASCOSA COUNTY RURAL (SHOULDER-SECTION) ROAD STANDARDS

Average Daily Traffic (one-way trips)**	101-1000	1001-2500	2501-5000	5001-15000	More than 15000
Functional Classificaion	Local A	Local B	Collector	Arterial	Major Artieral
Design Speed	25 mph	35 mph	45 mph	55 mph	
Number of Lanes	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'	100'	
Width of Traveled Way	22'	22'	24'	48'	
Width of Shoulders (each side)	4'	5'	6'	8'	
Minimum Centerline Radius	200'	375'	675'	975'	
Minium Tangent Length between Reverse Curves or Compound Curves	50'	150'	300'	500'	
Minumum Radius for Edge of Pavement at Intersections	25'	25'	25'	35'	
Intersection Street Angle (in degrees)	80-100	80-100	80-100	80-100	
Maximum Grade	12%	10%	9%	8%	
Minumum Stopping Sight Distance	175'	250'	350'	550'	
Minimum Intersection Sight Distance	250'	350'	450'	550'	
Ditch Foreslop Grade	4:1	5:1	5:1	5:1	
Ditch Backstop Grade	3:1	4:1	4:1	4:1	
Minimum Cul-de-sac ROW Radius	75'	75'	75'	N/A	
Minumum Cul-de-sac Pavement Radius	50'	50'	50'	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 ma
- 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
- 7) See Flexible Pavement Design Criteria attached for road requirements.