

**DOTD PAVEMENT PRR  
MINIMUM DESIGN GUIDELINES  
URBAN & SUBURBAN  
NON-INTERSTATE ROUTES  
REPLACEMENT AND MAJOR REHABILITATION**

CURRENT ADT	SECTION	TRUCKS < 10%		TRUCKS ≥ 10%		BRIDGE WIDTHS
		LANE WIDTH*	PAVED SHLDR WIDTH*	LANE WIDTH*	PAVED SHLDR WIDTH*	
ALL	CURB	9'	0'	**	**	Existing
0 - 2000	NO CURB	9'	#	10'	#	Existing
>2000	NO CURB	10' (11' desirable)	#	11' (12' desirable)	#	Existing

\* Minimum Widths

\*\* Sum of Lane and Shoulder Width = 12' minimum

# Width as necessary to maintain existing crown. 2' minimum is desired.

Roadway Cross Slope = Match existing for curbed sections. 2.5% desirable.

Roadway Cross slope = 2.5% for non curbed sections.

Horizontal Clearance = Match existing.

Horizontal Curvature = Match existing. If curve advisory speed < roadway posted speed minus 15 mph, low cost safety improvements shall be considered.

Vertical Curvature = Match existing.

Stopping Sight Distance (SSD) = Match existing. If SSD < roadway posted speed minus 20 mph, low cost safety improvements shall be considered.

Superelevation & Transitions = Match existing but not less than minimum shown in "Superelevation Values for Preservation/Rehabilitation/Replacement (PRR) Projects".

Foreslope = Match existing. If crash history, 3h:1v or flatter is desirable (No Curb).

Roadway Grade = Match existing.

Vertical Clearance = Match existing.

Structural Capacity = Match existing. Capacity must be checked by Bridge Design Section if any work is done to bridge deck and/or rails.

Urban & Suburban applies to functional classification of roadway and not geographic location.

For minor rehabilitation and preservation projects, refer to "Guidance for Preservation/Rehabilitation/Replacement (PRR) Projects".

For reconstruction projects (new structure including subbase, new alignment, major changes to alignment, or addition of travel lanes), refer to DOTD Minimum Design Guidelines.


For ADA requirements, refer to "Guidance for Preservation/Rehabilitation/Replacement (PRR) Projects".

A formal exception is required, via justification in the PRR Report, if any of the above criteria is not met.

For non interstate NHS routes, 3R Minimum Design Guidelines also apply.

9/1/2010

Approved:

  
DOTD Chief Engineer

Date