

Rural: 70' (21m)  
 Desirable  
 Urban: 22.5' (6.9m)  
 Minimum

NOT TO SCALE



TRAFFIC AND SAFETY

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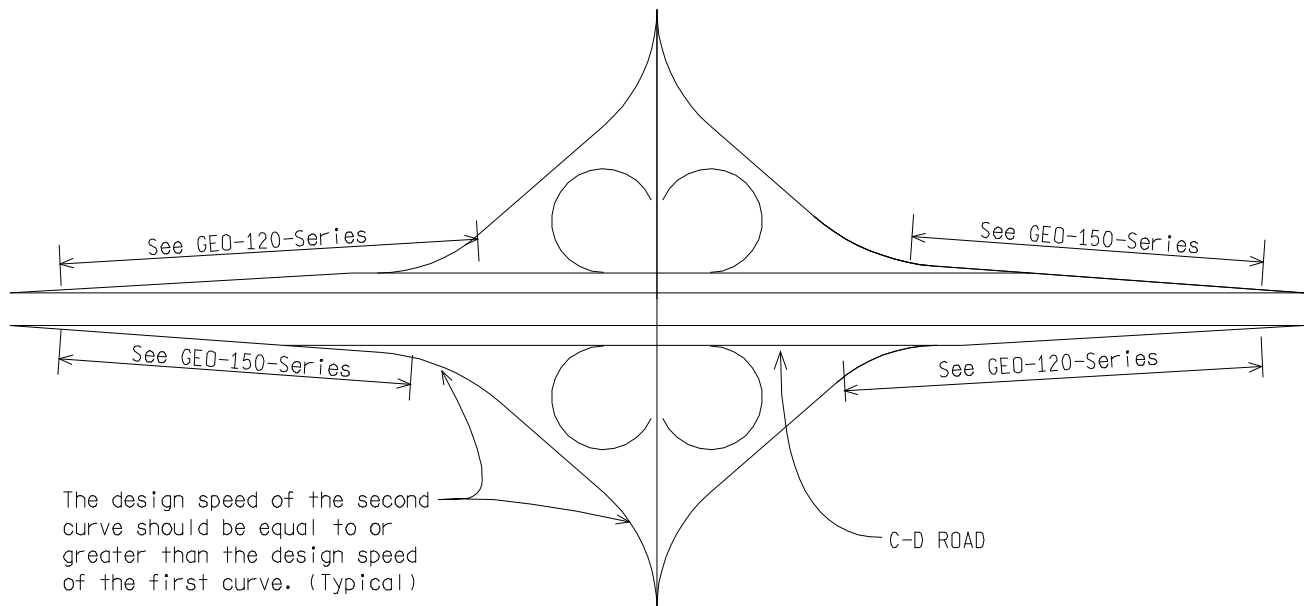
GEOMETRIC DESIGN GUIDE FOR  
 COLLECTOR-DISTRIBUTOR  
 ROAD

DRAWN BY: ECH  
 CHECKED BY: IRG/JAT

06/03/2010  
 PLAN DATE:

GEO-310-C

SHEET  
 1 OF 2



NOTES:

1. A collector-distributor (C-D) roadway should be considered on all freeway mainlines that require the use of two adjacent loops.
2. The collector-distributor (C-D) roadway is generally designed with a 60 mph (100 kmph) design speed.
3. The design speed of the vertical alignment should meet or exceed the design speed of the horizontal alignment.
4. Spirals should be used on new alignments based on the design speed of the curve and the radius as shown in the table of the Road Standard Plan R-107-Series.
5. Loop Ramps shall have a 7% superelevation. On flatter curves, superelevation should meet Standard Plan R-107-Series, but may be increased to 7% to increase the design speed of the turning roadway.
6. Each ramp should be carefully studied to provide maximum vision at its merge points. See Geometric Design Guide GEO-300-Series.
7. See GEO-300-Series for clear vision and limited access right-of-way requirements.
8. Current AASHTO "A Policy on Geometric Design and Highways and Streets" and MDOT Guidelines should be used for sight distance requirements. Local or County roads over freeways should be designed for stopping sight distance based on the project design speed.
9. These design concepts are for new construction. Where modification may be needed for retrofitting to existing road features, consult the Geometric Review and Congestion Analysis Unit, Division of Operations.

NOT TO SCALE