

STANDARD CURB RETURN RADII (AT FLOWLINE) AND RIGHT-OF-WAY AT INTERSECTIONS

INTERSECTING STREETS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	MAJOR LOCAL	LOCAL RESIDENTIAL	LOCAL-INDUSTRIAL COMMERCIAL
PRINCIPAL ARTERIAL	(1) min. *	(3) *	(3) *	30'	30'	30' *
MINOR ARTERIAL	(3) *	35' *	30' *	30'	30'	30' *
COLLECTOR	(3) *	30' *	25'	25'	25'	30' *
MAJOR LOCAL	30'	30'	25'	20'	20'	30' *
LOCAL RESIDENTIAL	30'	30'	25'	20'	20'	N/A
LOCAL INDUSTRIAL COMMERCIAL	30' *	30' *	30'	30'	N/A	30' *
ALLEY RETURNS	Shall match the radii requirements for design vehicles expected - 25' minimum.					

\* MAY BE INCREASED AT DISCRETION OF THE TRAFFIC ENGINEER.

Radii needs to be evaluated in terms of design vehicles where significant percentages of WB-40, 50, and 60 vehicles are probable. 2-centered or 3-centered curves should be used to provide adequate turning paths.

NOTES:

- Intersecting property lines at intersections must be designed to allow construction of full-sized standard handicapped access ramps wholly within the public right-of-way. Ramps must conform to the Standard Details.
- Flared transitions must be provided where local residential streets having less than 32 feet wide paving intersect other streets. The transition must provide for a 25.1 taper from the narrowest street width to a full 32 feet pavement width at the ends of the curb returns on the narrow street leg of the intersection. Curb return radii will normally be 25 feet measured to the flowline.
- Use three centered asymmetric curves with channelized right-turn lane. Island shall be large enough for pedestrian facilities and Traffic Control devices.

REVISIONS

NM APWA

TRAFFIC  
CURB RETURN RADIUS TABLE

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