Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The typical cross sections were updated on December 7, 2010 to support the Department’s “Complete Streets” policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These “typical” cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.
- roadways which may need to accommodate an additional transportation mode
TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

2 A
WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH

2 B
WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS

2 C
WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS

Revised 12/07/2010
TYPICAL HIGHWAY CROSS SECTIONS
2 LANES

2 D
SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH

2 E
CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS

2 F
BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)

Revised 12/07/2010
TYPICAL HIGHWAY CROSS SECTIONS

2 G
CURB & GUTTER - PARKING ON EACH SIDE

2 H
CURB & GUTTER - PARKING ON ONE SIDE

2 I
RAISED MEDIAN WITH CURB & GUTTER

Revised 12/07/2010
TYPICAL HIGHWAY CROSS SECTIONS
3 LANES

3 A

WIDE PAVED SHOULDERS

3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS

Revised 12/07/2010
TYPICAL HIGHWAY CROSS SECTIONS
4 LANES

4 A
DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS

4 B
DIVIDED WITH MEDIAN - NO CURB & GUTTER
PARTIAL CONTROL OF ACCESS

4 C
RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS

Revised 12/07/2010
TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

4 D
RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS

4 E
GRASS MEDIAN WITH BIKE LANE AND SIDEWALKS

5 LANES
WIDE OUTSIDE LANES

Revised 12/07/2010
TYPICAL HIGHWAY CROSS SECTIONS
6 LANES

6 A
DIVIDED WITH GRASS MEDIAN

6 B
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS

8 LANES

8 A
RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS
TYPICAL MULTI-USE PATH

MULTI-USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

MULTI-USE PATH ADJACENT TO CURB AND GUTTER

Revised 12/07/2010