

NOTES:

1. P.C. = POINT OF CURVATURE
2. P.T. = POINT OF TANGENCY
3. P.I. = POINT OF INTERSECTION
4.  $T_I$  = TANGENT - INTERSECTION
5.  $T_C$  = TANGENT - CURVATURE
6.  $R$  = RADIUS

STREET DESIGN ELEMENT	STREET DESIGNATION		
	MAJOR THOROUGHFARE	COLLECTOR	LOCAL
DESIGN SPEED (MPH)	45	40	30
MINIMUM RADIUS OF HORIZONTAL CURVE WITHOUT SUPERELEVATION (FT.)	2000	1150	500
$T_C$ MINIMUM LENGTH OF TANGENT BETWEEN REVERSE CURVES (FT.)	300	250	150
$T_I$ MINIMUM TANGENT LENGTH APPROACHING INTERSECTION (MEASURE FROM INTERSECTING EDGE ROADWAY) (FT.)	300	250	150
STOPPING SIGHT DISTANCE (FT.)	360	305	200

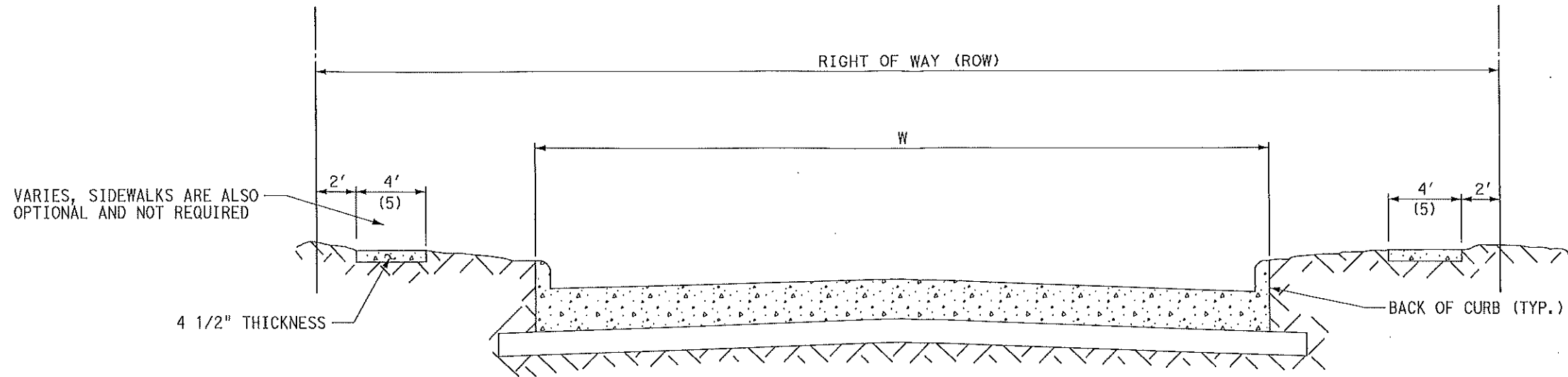
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NO.	REVISIONS	DATE	APP

HARRIS COUNTY  
ENGINEERING DEPARTMENT



PROJECT TITLE		
DESIGN BY	ROADWAY GEOMETRIC DESIGN CRITERIA	NSD STANDARD
DATE		GG-01
SCALE	NTS	SHEET NO.
DATE	APPROVED BY	

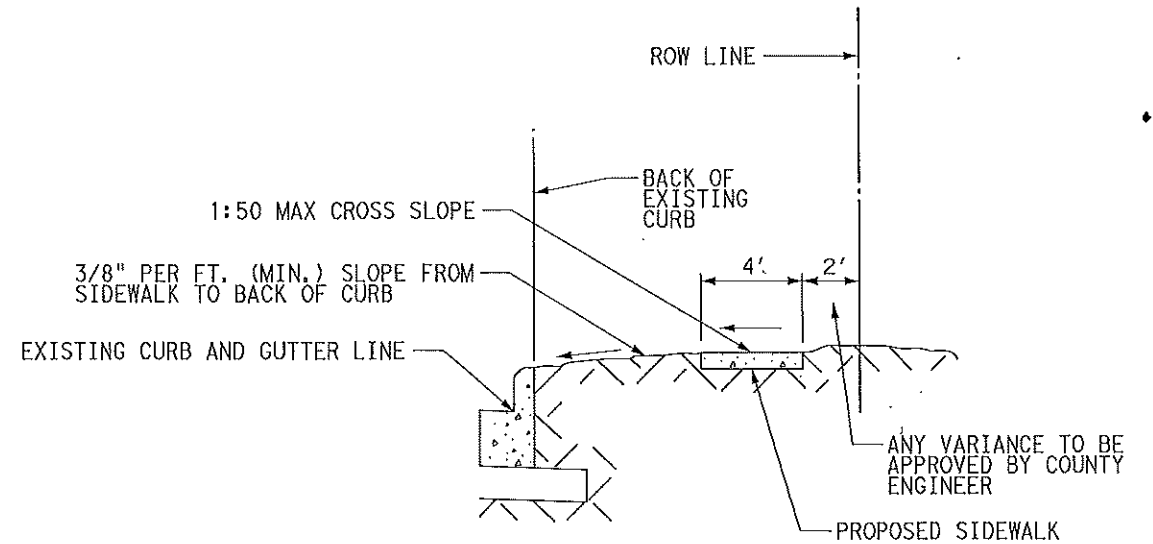


ROADWAY CLASSIFICATION	SINGLE PAVING SECTION (W)	DOUBLE PAVING SECTION (W)	SINGLE PAVING SECTION WITH ROADSIDE DITCHES (W)	DOUBLE PAVING SECTION WITH ROADSIDE DITCHES (W)
LOCAL	28 FT. (B-B)	2/25 FT. (B-B)	22 FT. (E-E) WITH 6 FT. SHOULDERS	2/24 FT. (E-E) WITH 6 FT. SHOULDERS
COLLECTOR	41 FT. (B-B)	2/25 FT. (B-B)	41 FT. (E-E) WITH 6 FT. SHOULDERS	2/24 FT. (E-E) WITH 6 FT. SHOULDERS

B-B: BACK TO BACK  
E-E: EDGE TO EDGE

**NOTES:**

1. ABUTTING LAND USE: AS DETERMINED BY PLAT
2. WIDTH (W) DOES NOT INCLUDE WIDTH FOR BICYCLE LANES. BICYCLE LANES REQUIRE APPROVAL OF COUNTY ENGINEER.
3. REQUESTS FOR ALTERNATIVE STREET CROSS SECTION SHALL BE SUBMITTED TO COUNTY ENGINEER FOR REVIEW.
4. 4 FT. MINIMUM WIDTH IS STANDARD FOR NON-TRANSIT CORRIDOR STREETS WITH 5 FT. X 5 FT. LANDING SPACE AT INTERVALS OF 200 FT. MINIMUM WIDTH FOR TRANSIT CORRIDOR STREETS IS 6 FT.
5. REFER TO THE LATEST VERSION OF "REGULATIONS OF HARRIS COUNTY, TEXAS, FOR THE APPROVAL AND ACCEPTANCE OF INFRASTRUCTURE" FOR SUBDIVISION REGULATIONS AND OTHER DESIGN DETAILS.

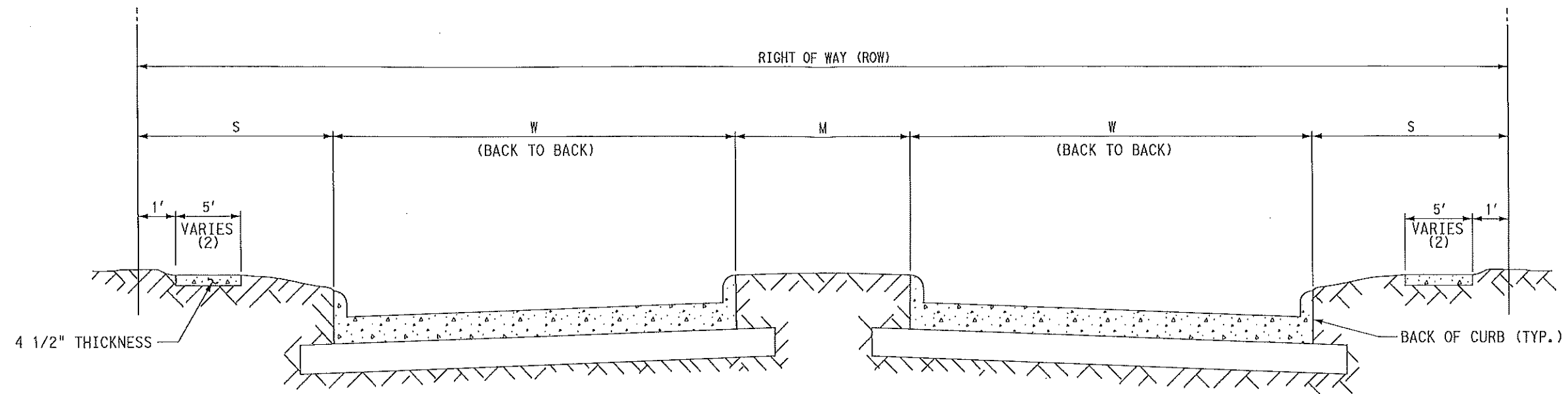


USE WHEN SIDEWALK TO BE BUILT OTHER THAN DRIVEWAY

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NO.	REVISIONS	DATE	APP

<h1 style="text-align: center;">HARRIS COUNTY</h1> <h2 style="text-align: center;">ENGINEERING DEPARTMENT</h2>			PROJECT TITLE:	
			DRAWN BY: CWD BY: SCALE: DATE:	SHEET DESCRIPTION: <b>UNDIVIDED STREET</b> <b>TYPICAL CROSS SECTION</b> APPROVED BY:
			SHEET NO: <b>GG-02</b>	



ROADWAY CLASSIFICATION	ROW (1)	4 LANES	4 LANES	4 LANES	6 LANES	SEE COUNTY ENGINEER
		80 FT.	90 FT.	100 FT.	100 FT.	
COLLECTOR OR MAJOR THOROUGHFARE	W	25 FT. (B-B)	25 FT. (B-B)	25 FT. (B-B)	34 FT. (B-B)	
	M	13 FT.	21 FT.	31 FT.	12 FT.	
	S	8.5 FT.	9.5 FT.	9.5 FT.	9.5 FT.	

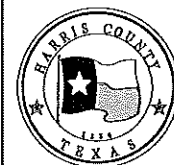
# NOTES:

1. ANY RIGHT OF WAY (ROW) DIMENSIONS DIFFERENT FROM THOSE SHOWN SHALL REQUIRE SPECIAL GEOMETRIC DESIGN AS DETERMINED BY COUNTY ENGINEER.
2. 4 FT. MINIMUM WIDTH IS STANDARD FOR NON-TRANSIT CORRIDOR STREETS WITH 5 FT. X 5 FT. LANDING SPACE AT INTERVALS OF 200 FT. MINIMUM WIDTH FOR TRANSIT CORRIDOR STREETS IS 6 FT.
3. ALL SIDEWALKS AND DRIVEWAYS SHALL CONFORM TO THE LATEST REVISION OF THE "REGULATIONS OF HARRIS COUNTY FOR THE CONSTRUCTION OF DRIVEWAYS AND CULVERTS ON COUNTY EASEMENTS AND RIGHT-OF-WAY" AND ON ACCORDANCE WITH THE REQUIREMENTS OF THE TEXAS DEPARTMENT OF LICENSING AND REGULATIONS (TDLR).

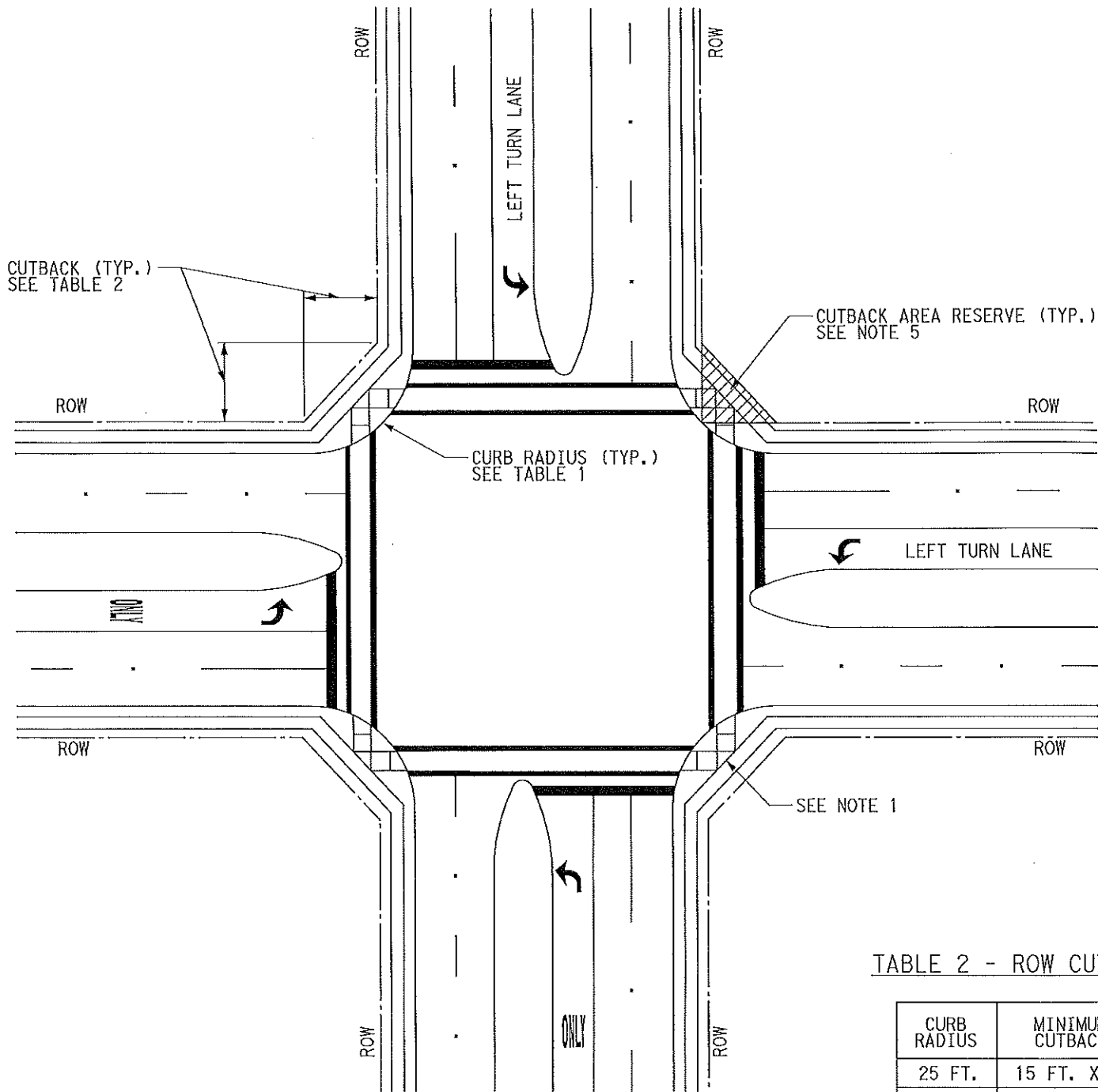
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NO.	REVISIONS	DATE	APP

HARRIS COUNTY  
 ENGINEERING DEPARTMENT



PROJECT TITLE			
DESIGN BY	SHEET DESCRIPTION		STANDARD
CAD BY	DIVIDED STREET		GG-03
SCALE	TYPICAL CROSS SECTION		SHEET NO.
DATE	NTS	APPROVED BY	



- NOTES:**
1. ALL RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH COUNTY STANDARD DETAILS. AMERICANS WITH DISABILITIES ACT (ADA) AND TEXAS DEPARTMENT OF LICENSING AND REGULATION (TDLR) REQUIREMENTS.
  2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH COUNTY STANDARD DETAILS AND THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).
  3. CURB RADII SHALL BE DESIGNED TO ACCOMMODATE THE TYPE OF VEHICLES ANTICIPATED TO USE THE FACILITY, (I.E. BUSES, TRUCKS, ETC.) IN ACCORDANCE WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) CRITERIA FOR TURNING VEHICLES.
  4. WHERE ALTERNATIVE MINIMUM CURB RADIUS IS REQUIRED TO SERVE MOBILITY, PEDESTRIAN, OR OTHER SPECIAL NEEDS, SUBMIT DESIGN LAYOUT AND SUPPORTING CALCULATIONS TO COUNTY ENGINEER FOR REVIEW AND APPROVAL.
  5. THE CORNER CUT AREA IS RESERVED FOR TRAFFIC SIGNAL EQUIPMENT AND SHALL BE KEPT FREE OF SIGNS, POLES, PRIVATE UTILITY, CONTROL CABINETS AND ALL SURFACE ENCROACHMENTS, WHICH COULD PREVENT THE FUTURE INSTALLATION OF SUCH EQUIPMENT WITHIN THE AREA.
  6. WHERE A NEW ROADWAY OR DRIVEWAY IS CONNECTING TO AN EXISTING SIGNALIZED INTERSECTION, THE APPLICANT SHALL BE RESPONSIBLE FOR DESIGNING AND CONSTRUCTING THE NECESSARY MODIFICATIONS TO THE EXISTING SIGNAL SYSTEM AS REQUIRED BY COUNTY ENGINEER.

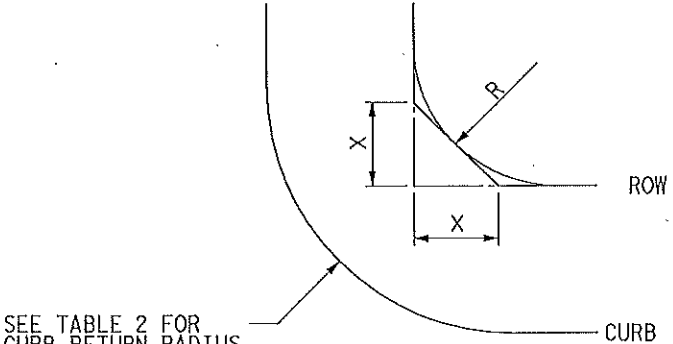
TABLE 1 - INTERSECTION CURB RADIUS REQUIREMENTS

INTERSECTION TYPE		MINIMUM CURB RADIUS BY INTERSECTION ANGLE		
STREET 1	STREET 2	90 DEG.	85-90 DEG.	80-85 DEG.
LOCAL	LOCAL	25 FT.	30 FT.	30 FT.
COLLECTOR	LOCAL	25 FT.	30 FT.	30 FT.
	COLLECTOR	30 FT.	30 FT.	35 FT.
MAJOR THOROUGHFARE	COLLECTOR	30 FT.	35 FT.	35 FT.
	MAJOR THOROUGHFARE	35 FT.	35 FT.	40 FT.

TABLE 2 - ROW CUTBACK REQUIREMENTS

CURB RADIUS	MINIMUM ROW CUTBACK "X"	ROW RADIUS "R" (1)
25 FT.	15 FT. X 15 FT.	25 FT.
30 FT.	20 FT. X 20 FT.	30 FT.
35 FT.	25 FT. X 25 FT.	35 FT.
40 FT.	30 FT. X 30 FT.	40 FT.
45 FT.	35 FT. X 35 FT.	45 FT.

1. BASED ON RIGHT ANGLE INTERSECTION \*
2. FOR ACUTE ANGLE USE MIN. 25 FOOT RADIUS
3. FOR OBTUSE ANGLE, USE ROW RADIUS "R." \*



\* SKETCH SHOWS ACCEPTABLE PROPERTY CUTBACK DISTANCE "X" AS SUBSTITUTE FOR ROW RADIUS "R."

5/22/2018  
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HARRIS COUNTY  
ENGINEERING DEPARTMENT



PROJECT TITLE:		
DRAWN BY:	SHEET DESCRIPTION	ASD STANDARD
CHKD BY:	INTERSECTION GEOMETRY	GG-04
SCALE:	CURB RADIUS AND	SHEET NO.
DATE:	CORNER CUTBACK	
	APPROVED BY:	

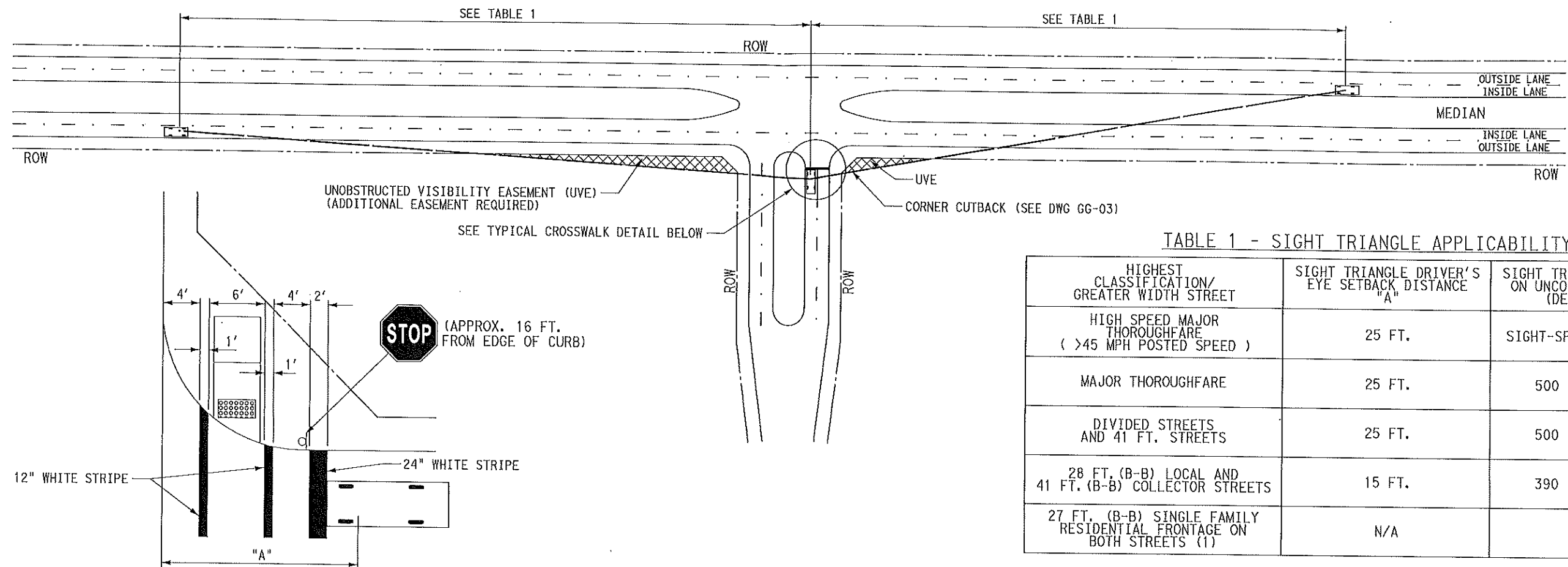


TABLE 1 - SIGHT TRIANGLE APPLICABILITY

HIGHEST CLASSIFICATION/ GREATER WIDTH STREET	SIGHT TRIANGLE DRIVER'S EYE SETBACK DISTANCE "A"	SIGHT TRIANGLE DIMENSION ON UNCONTROLLED STREET (DESIGN SPEED)
HIGH SPEED MAJOR THOROUGHFARE ( >45 MPH POSTED SPEED )	25 FT.	SIGHT-SPECIFIC ANALYSIS
MAJOR THOROUGHFARE	25 FT.	500 FT. (45 MPH)
DIVIDED STREETS AND 41 FT. STREETS	25 FT.	500 FT. (45 MPH)
28 FT. (B-B) LOCAL AND 41 FT. (B-B) COLLECTOR STREETS	15 FT.	390 FT. (35 MPH)
27 FT. (B-B) SINGLE FAMILY RESIDENTIAL FRONTAGE ON BOTH STREETS (1)	N/A	N/A

TYPICAL CROSSWALK AND STOP BAR PLACEMENT DETAIL

NOTES:

- INTERSECTION SIGHT DISTANCES ARE BASED ON AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) CRITERIA FOR INTERSECTION SIGHT DISTANCE.
- IF ROADWAY BEING CROSSED OR TURNED ONTO HAS A MEDIAN THAT IS 25 FT. OR GREATER, SIGHT DISTANCE TO THE RIGHT MAY BE MEASURED FROM THE POINT AT WHICH A VEHICLE CAN SAFELY STOP WITHIN THE MEDIAN OPENING.

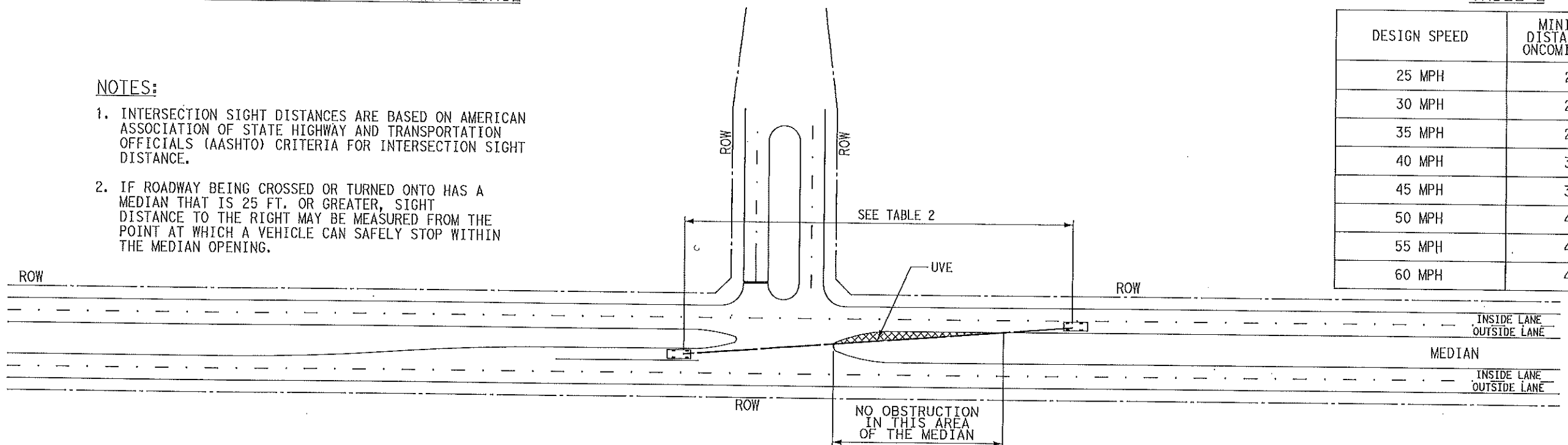


TABLE 2

DESIGN SPEED	MINIMUM SIGHT DISTANCE (SD) TO ONCOMING VEHICLES
25 MPH	200 FT.
30 MPH	240 FT.
35 MPH	280 FT.
40 MPH	320 FT.
45 MPH	360 FT.
50 MPH	400 FT.
55 MPH	440 FT.
60 MPH	480 FT.

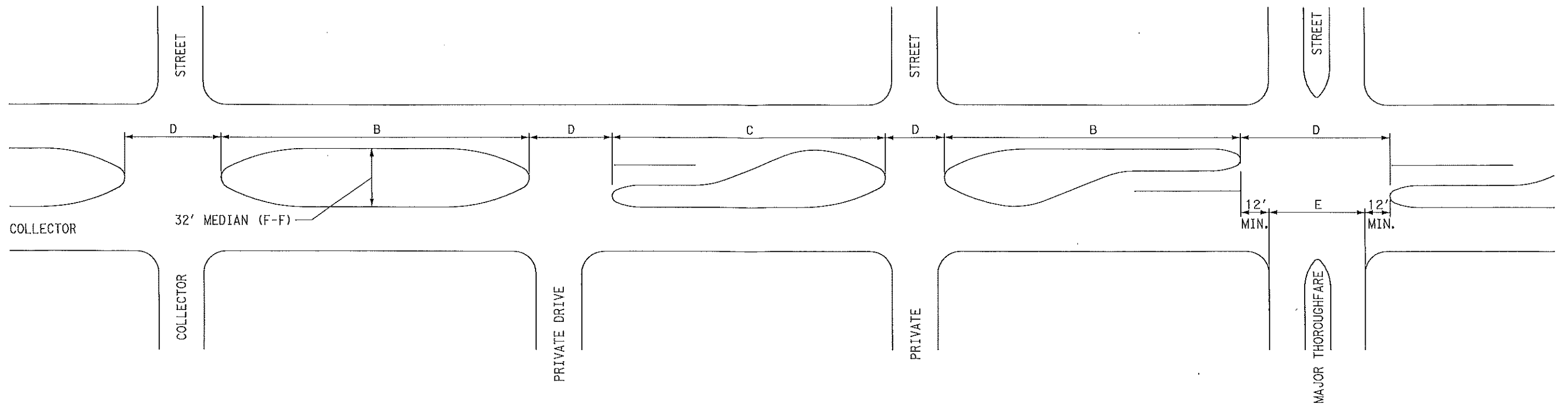
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NO.	REVISIONS	DATE	APP

HARRIS COUNTY  
ENGINEERING DEPARTMENT



PROJECT TITLE:	INTERSECTION GEOMETRY SIGHT DISTANCE TRIANGLE	HEET STARTING NO GG-05 SHEET NO.
DRAWN BY:		
CHECK BY:		
SCALE:	NTS	
DATE:		
APPROVED BY:		



MINIMUM MEDIAN LENGTH - A & B

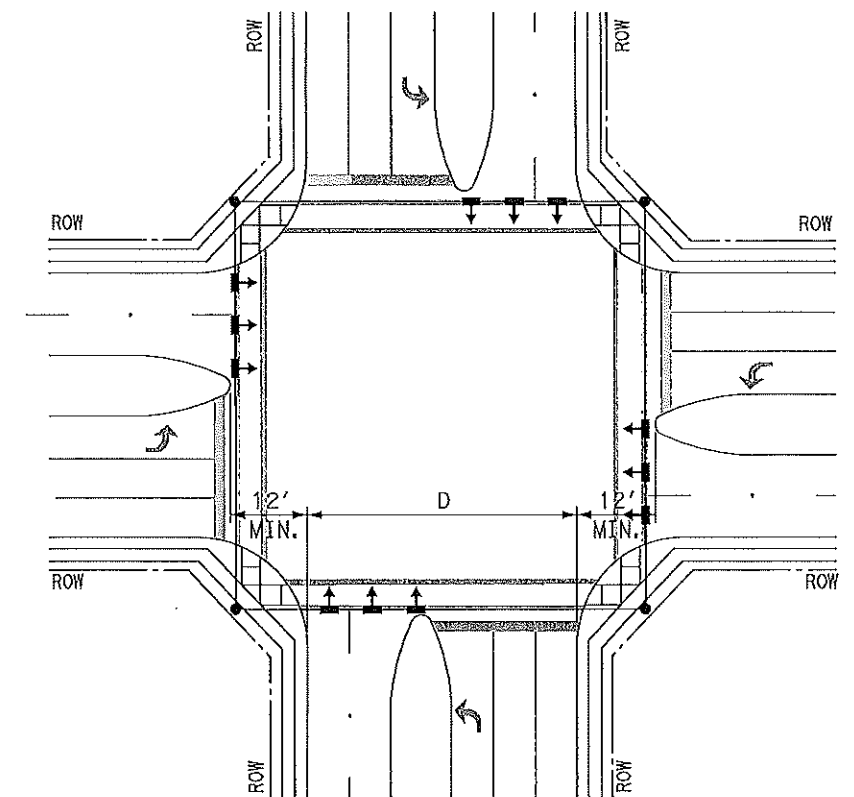
IF ROADWAY IS:	IF INTERSECTING CROSS STREET IS:			
	MAJOR THOROUGHFARE (A)	COLLECTOR STREET (B)	LOCAL STREET (C)	PRIVATE STREET OR DRIVEWAY (C)
MAJOR THOROUGHFARE	500 FT.	350 FT.	300 FT.	300 FT.
COLLECTOR STREET	350 FT.	350 FT.	300 FT.	300 FT.
LOCAL STREET	300 FT.	300 FT.	300 FT.	300 FT.

TYPICAL MEDIAN OPENING - C

MEDIAN INTERRUPTION FOR	NO LTB <sup>(1)</sup>	1 LTB <sup>(1)</sup>	2 LTB <sup>(1)</sup>
PRIVATE DRIVE	45 FT.	52.5 FT.	60 FT.
UNDIVIDED STREET <40 FT. 44 FT.	45 FT. 50 FT.	52.5 FT. (2) 55 FT. (2)	60 FT. 60 FT.
DIVIDED STREET ALL	E+24 FT.	E+24 FT.	E+24 FT.

NOTES:

1. LTB - LEFT TURN BAY.
2. DISTANCE FROM CENTERLINE OF OPENING TO MEDIAN NOSE WITH LEFT TURN LANE IS 30 FT. FOR RIGHT ANGLE INTERSECTIONS. FOR INTERSECTIONS OTHER THAN 90 DEGREES, APPLY DESIGN VEHICLE TURNING TEMPLATE TO DETERMINE DIMENSION TO MEDIAN NOSE CUT-OFF.
3. DIMENSIONS A, B, C AND D ARE MEASURED FACE TO FACE (F-F).

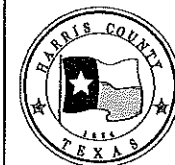


SIGNALIZED INTERSECTION

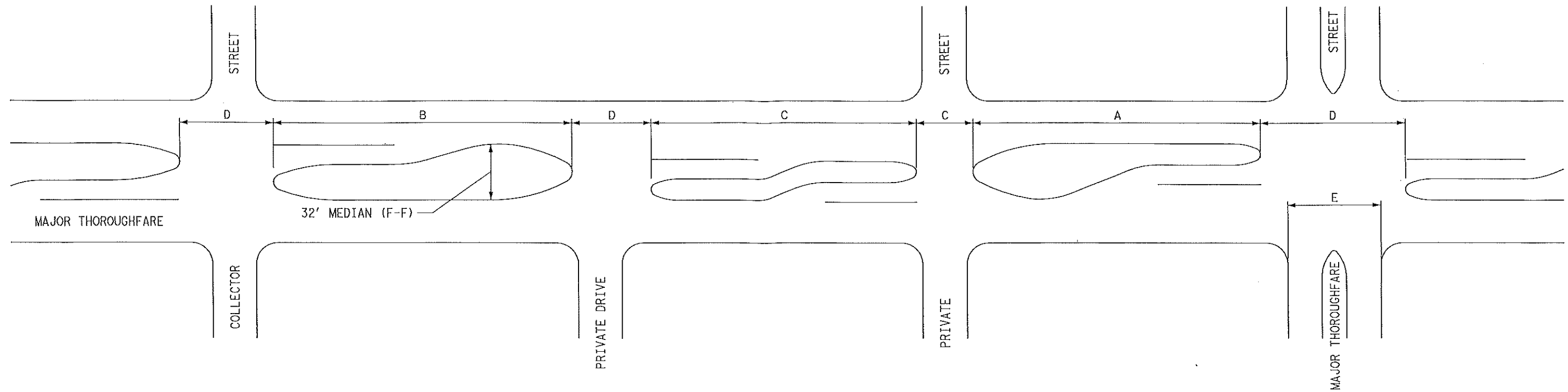
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NO.	REVISIONS	DATE	APP

HARRIS COUNTY  
ENGINEERING DEPARTMENT



PROJECT TITLE:		
DESIGNED BY:	SHEET DESCRIPTION: MEDIAN DESIGN	
CHECKED BY:	MEDIAN LENGTH AND	
SCALE:	OPENING	
DATE:	APPROVED BY:	SHEET NO. GG-06



MINIMUM MEDIAN LENGTH - A & B

IF ROADWAY IS:	IF INTERSECTING CROSS STREET IS:			
	MAJOR THOROUGHFARE (A)	COLLECTOR STREET (B)	LOCAL STREET (C)	PRIVATE STREET OR DRIVEWAY (C)
MAJOR THOROUGHFARE	500 FT.	350 FT.	350 FT.	300 FT.
COLLECTOR STREET	350 FT.	350 FT.	350 FT.	300 FT.
LOCAL STREET	300 FT.	300 FT.	350 FT.	300 FT.

\* TYPICAL MEDIAN OPENING - D

MEDIAN INTERRUPTION FOR	NO LTB <sup>(1)</sup>	1 LTB <sup>(1)</sup>	2 LTB <sup>(1)</sup>
PRIVATE DRIVE	45 FT.	52.5 FT.	60 FT.
UNDIVIDED STREET <40 FT. 44 FT.	45 FT. 50 FT.	52.5 FT. (2) 55 FT. (2)	60 FT. 60 FT.
DIVIDED STREET ALL	E+28 FT.	E+28 FT.	E+28 FT.

\* MEDIAN NOSE PLACEMENT CONTINGENT ON CROSSWALK AND STOP BAR PLACEMENT

NOTES:

1. LTB - LEFT TURN BAY.
2. DISTANCE FROM CENTERLINE OF OPENING TO MEDIAN NOSE WITH LEFT TURN LANE IS 30 FT. FOR RIGHT ANGLE INTERSECTIONS. FOR INTERSECTIONS OTHER THAN 90 DEGREES, APPLY DESIGN VEHICLE TURNING TEMPLATE TO DETERMINE DIMENSION TO MEDIAN NOSE CUT-OFF.
3. DIMENSIONS A, B, C, D AND E ARE MEASURED FACE TO FACE (F-F).

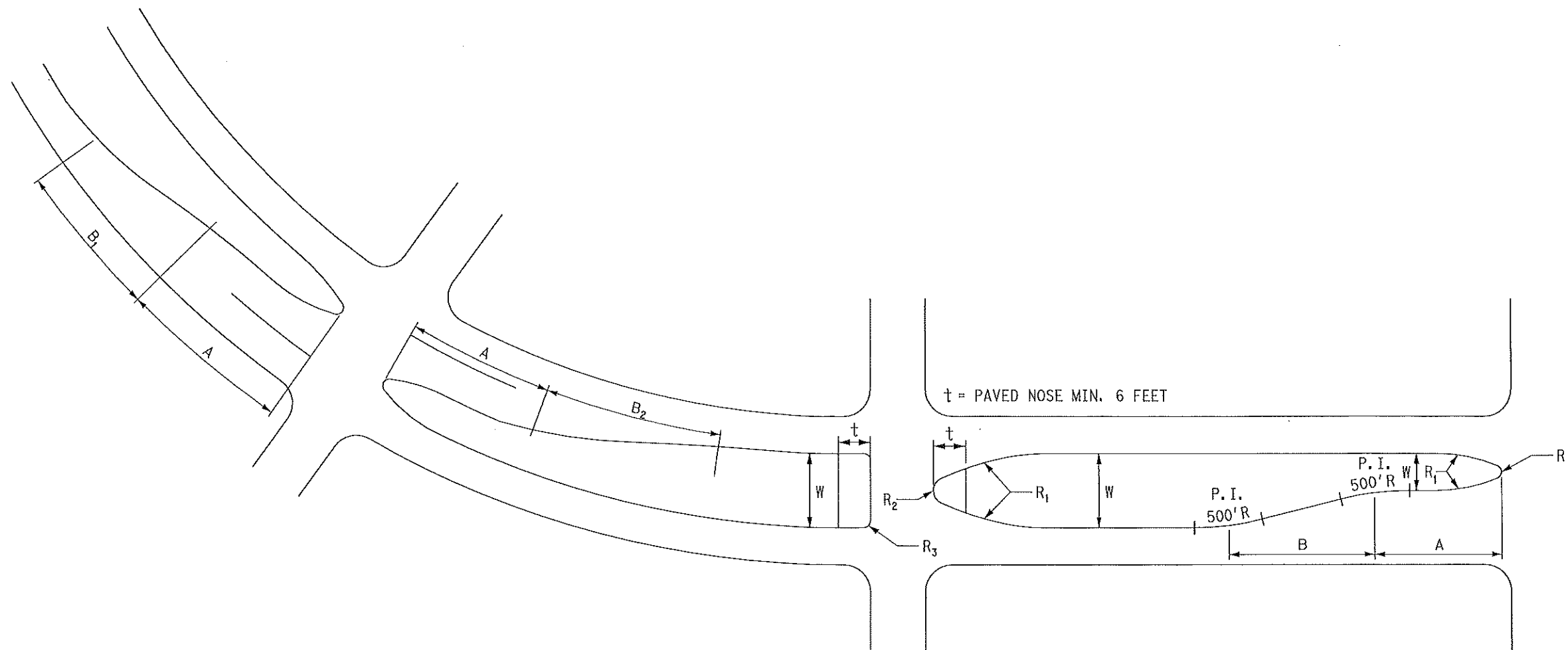
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PROJECT TITLE		
DRAWN BY	SHEET DESCRIPTION	SHEET NO.
CAO BY	MEDIAN DESIGN	GG-07
SCALE	MEDIAN LENGTH AND	
DATE	OPENING	



#### MEDIAN DIMENSIONS

W (F-F)	R <sub>1</sub> *	R <sub>2</sub> *	R <sub>3</sub> *
≤10 FT.	NONE	$\frac{W}{2}$	NONE
>10 FT. ≤44 FT.	90 FT.	$\frac{W}{5}$	NONE
>44 FT.	NONE	NONE	15 FT.

\*ADJUST TO NEAREST 0.5 FT.

#### NOTES:

1. DIMENSIONS MAY BE ADJUSTED AS DETERMINED BY COUNTY ENGINEER.
2. P.I. = POINT OF INTERSECTION.
3. F-F = FACE TO FACE.

#### LEFT TURN BAY DIMENSIONS

- A = 250 FT. MINIMUM AT INTERSECTION OF TWO MAJOR STREETS.  
100 FT. MINIMUM AT ALL OTHER INTERSECTIONS.
- B = 100 FT. MINIMUM ON STRAIGHT ROADWAY.
- B<sub>1</sub> = TAPER LENGTH MAY BE SHORTER IF IT IS ON A HORIZONTAL CURVE TO THE LEFT.
- B<sub>2</sub> = TAPER LENGTH MAY BE LONGER IF THE CURVE IS TO THE RIGHT.

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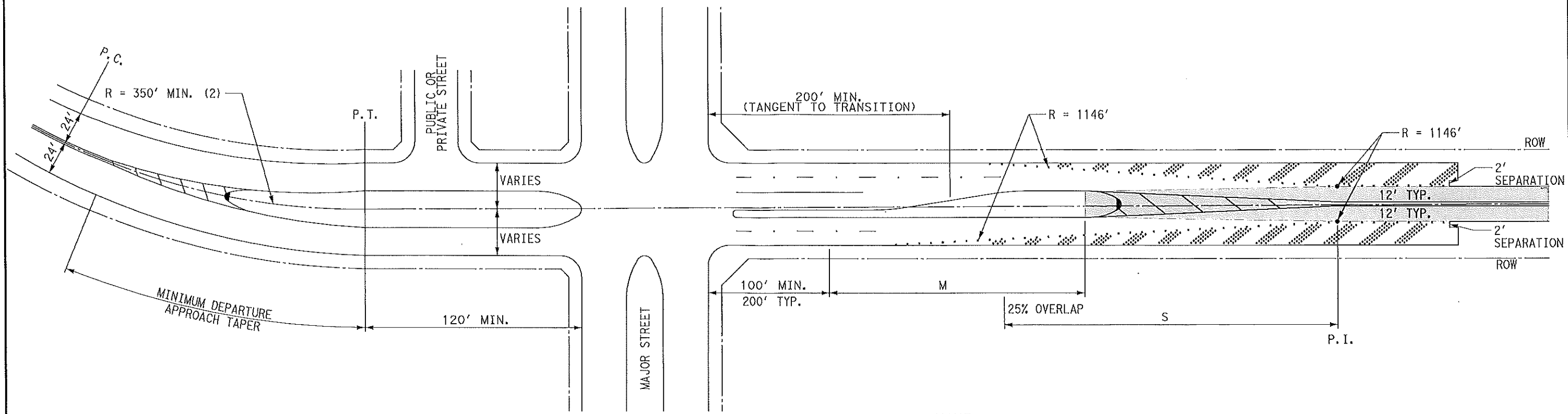
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PROJECT TITLE		
DESIGNED BY:	MEDIAN DESIGN	
DRAWN BY:	MEDIAN NOSE AND	
SCALE:	LEFT TURN BAY	
DATE:	NTS	APPROVED BY:
SHEET NO.		GG-08



5/22/2019  
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**NOTES:**

1. 30 MPH MINIMUM DESIGN SPEED FOR SUBDIVISION STREETS.
2. 350 FT. MINIMUM CENTERLINE RADIUS FOR HORIZONTAL CURVE WITH APPROACH OR DEPARTURE TAPERS.
3. REFER TO STANDARD DRAWING NO. GG-05 FOR MEDIAN LENGTHS AND MEDIAN OPENING.
4. P.C. = POINT OF CURVATURE
5. P.T. = POINT OF TANGENCY
6. P.I. = POINT OF INTERSECTION
7. M = MERGING TAPER (FT.)

WHERE,

$M = WS^2/60$  (FOR SPEEDS LESS THAN 40 MPH)  
W = WIDTH OF OFFSET (FT.)  
S = SPEED LIMIT (MPH)

8. S = SHIFTING TAPER (FT.)

WHERE,

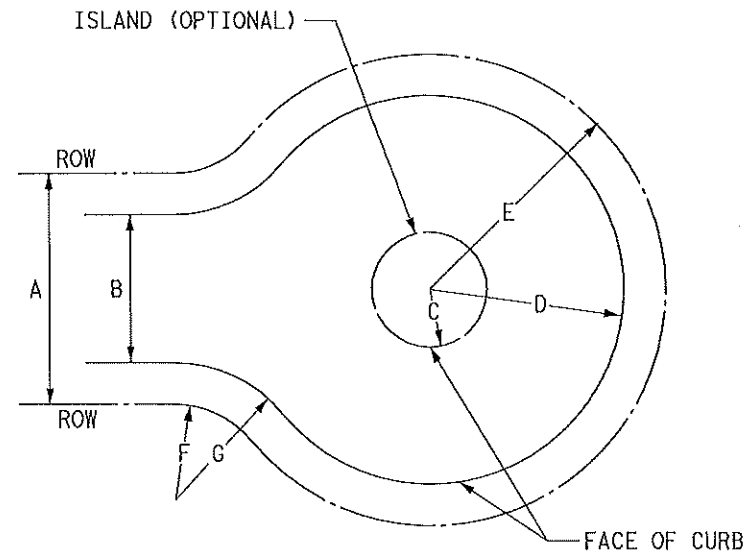
$S = M/2$  (MINIMUM), M (MAXIMUM)

NO.	REVISIONS	DATE	APP

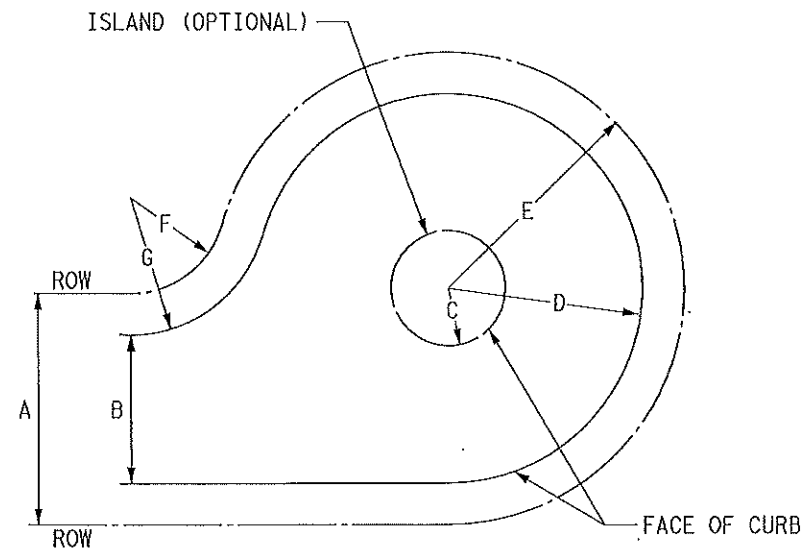
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ENGINEERING DEPARTMENT**



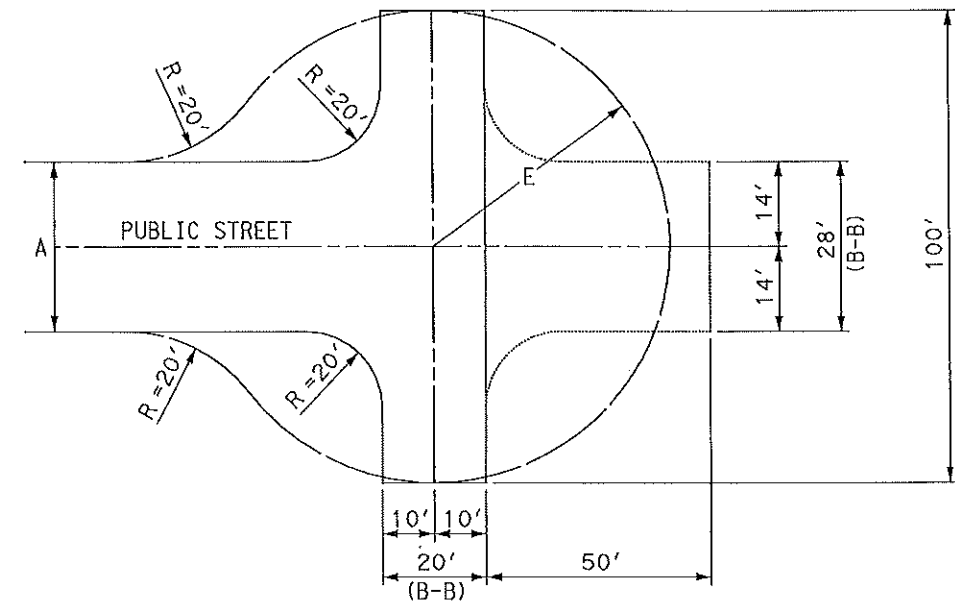
PROJECT TITLE		
DESIGN BY	SHEET DESCRIPTION	SHEET NO.
	MEDIAN DESIGN	GG-09
	ROADWAY TAPERS FOR MEDIAN	
SCALE:	NTS	DESIGN (LOCAL STREETS)
DATE:	APPROVED BY:	



SYMMETRICAL CUL-DE-SAC



OFFSET CUL-DE-SAC



HAMMERHEAD

	CUL-DE-SAC	
	ABUTTING LAND USE	
	SINGLE FAMILY	ALL OTHER
A (B-B)	ALL WIDTHS	60 FT.
B (B-B)	ALL WIDTHS	40 FT.
C (MIN.)	0 FT.	0 FT.
C (MAX.)	20 FT.	15 FT.
D	42 FT.	50 FT.
E	50 FT.	60 FT.
F	25 FT.	25 FT.
G	35 FT.	35 FT.

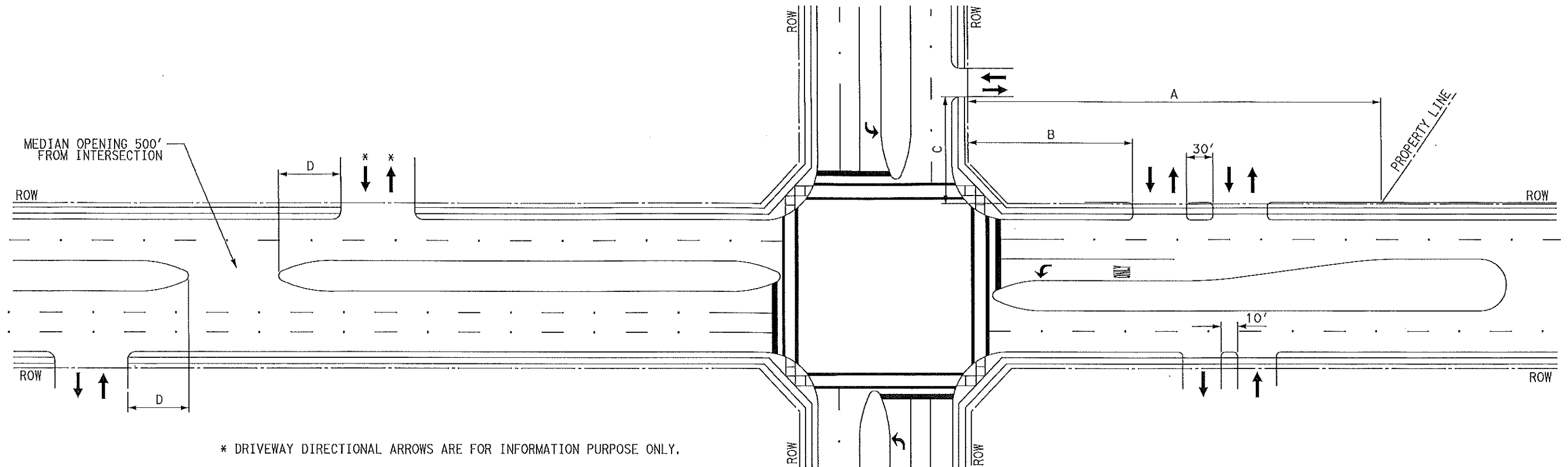
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HARRIS COUNTY  
ENGINEERING DEPARTMENT



PROJECT TITLE		
DESIGN BY	SHEET DESCRIPTION	ASD SYMBOL
CAD BY	STREET TERMINATION	GG-10
SCALE	CUL-DE-SAC	SHEET NO.
DATE	NTS	APPROVED BY



DRIVEWAY PLACEMENT

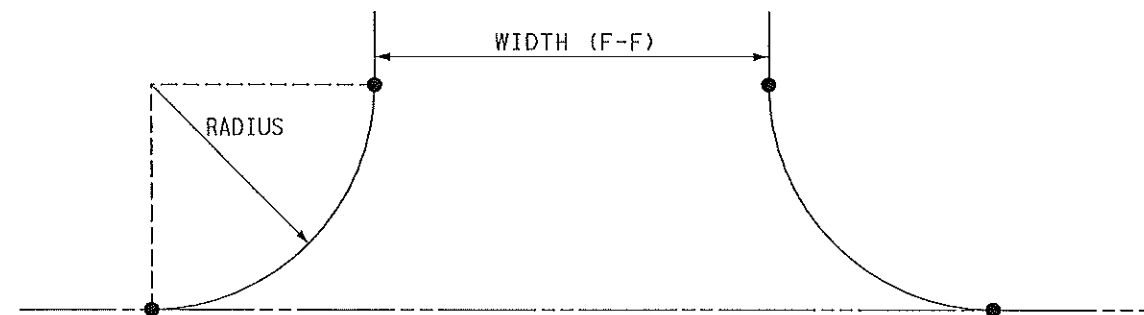


TABLE 1 - DRIVEWAY DESIGN CRITERIA\*

	SINGLE FAMILY RESIDENTIAL				ALL OTHERS			
	RADIUS (FT.)		WIDTH (F-F) (FT.)		RADIUS (FT.)		WIDTH (FT.)	
	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.
TWO-WAY	15	4	24	12	20	10	35	24
JOINT-ACCESS	15	4	24	12	20	10	35	24
ONE-WAY	15	4	20	12	20	10	20	15

\* ALTERNATIVE DRIVEWAY DESIGNS MAY BE APPROVED BASED ON SITE SPECIFIC CIRCUMSTANCES.

TABLE 2 - NON-RESIDENTIAL DRIVEWAY PLACEMENT CRITERIA

A		B	C	D
FRONTAGE (2)	NUMBER OF DRIVEWAYS	MINIMUM DRIVEWAY OFFSET (PRIMARY STREET)	MINIMUM DRIVEWAY OFFSET (INTERSECTING STREET)	MINIMUM DRIVEWAY OFFSET (MID-BLOCK MEDIAN OPENING)
UP TO 170 FT.	1	100 FT.	60 FT.	75 FT.
170 FT. TO 250 FT.	2	100 FT.	60 FT.	75 FT.
250 FT. TO 450 FT.	3	100 FT.	60 FT.	75 FT.
> 450 FT.	1 ADDITIONAL / 250 FT. FRONTAGE	100 FT.	60 FT.	75 FT.

NOTES:

1. DIMENSION A IS MEASURED ROW TO ROW.
2. DIMENSIONS B AND C ARE MEASURED ROW TO FACE OF CURB.
3. DIMENSION D IS MEASURED FACE TO FACE (F-F).

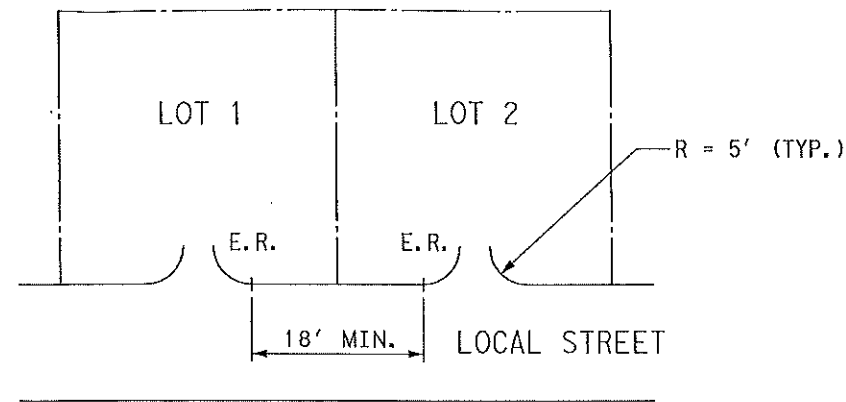
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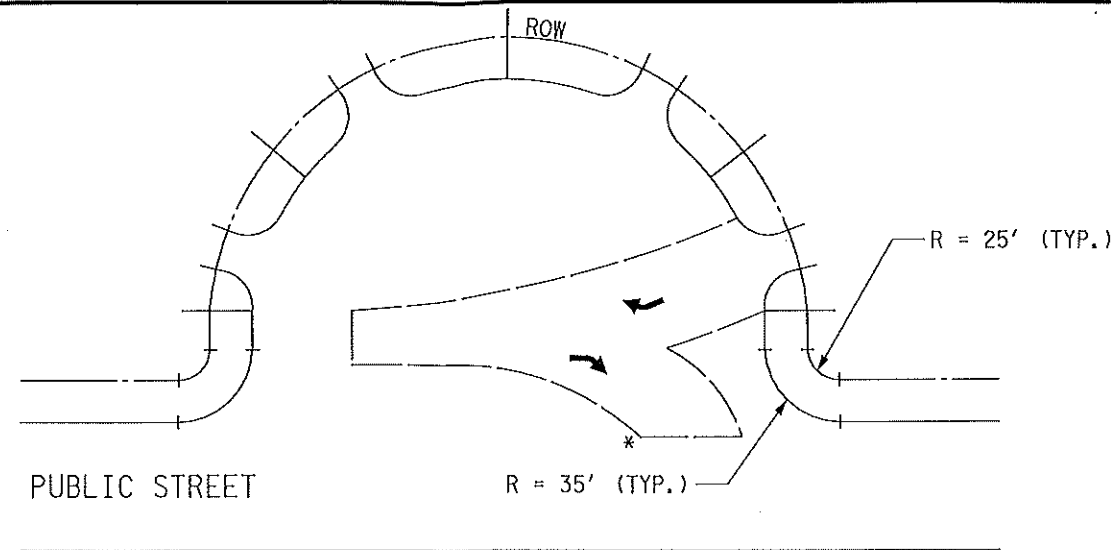
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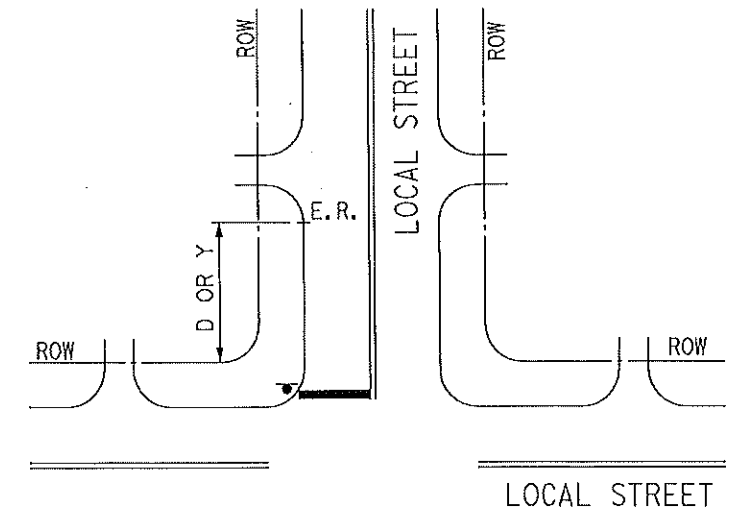
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DRAWN BY:	SHEET DESCRIPTION	SHEET NO.
CHECKED BY:	NON-RESIDENTIAL DRIVEWAY PLACEMENT CRITERIA	GG-11
SCALE:	NTS	SHEET NO.
DATE:	APPROVED BY:	



MINIMUM DRIVEWAY DISTANCE FOR RESIDENTIAL LOTS  
E.R. - END OF RADIUS



KNUCKLE, BULB, AND OFFSET BULB  
\*TURNING TEMPLATE MAY BE REQUIRED TO ENSURE A VEHICLE CAN BACK OUT OF THE DRIVEWAY WITHOUT IMPACTING THRU-TRAFFIC.



T-INTERSECTION  
SEE TABLE 1.  
SEE NOTES 1, 2, 3 AND 4.

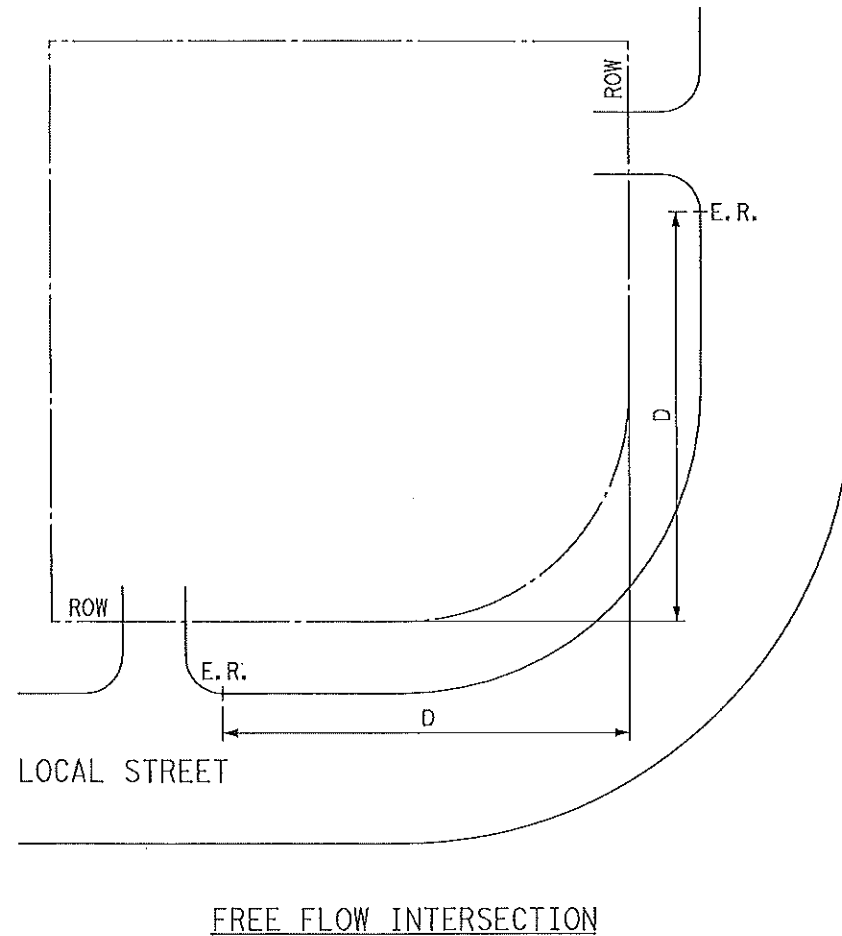


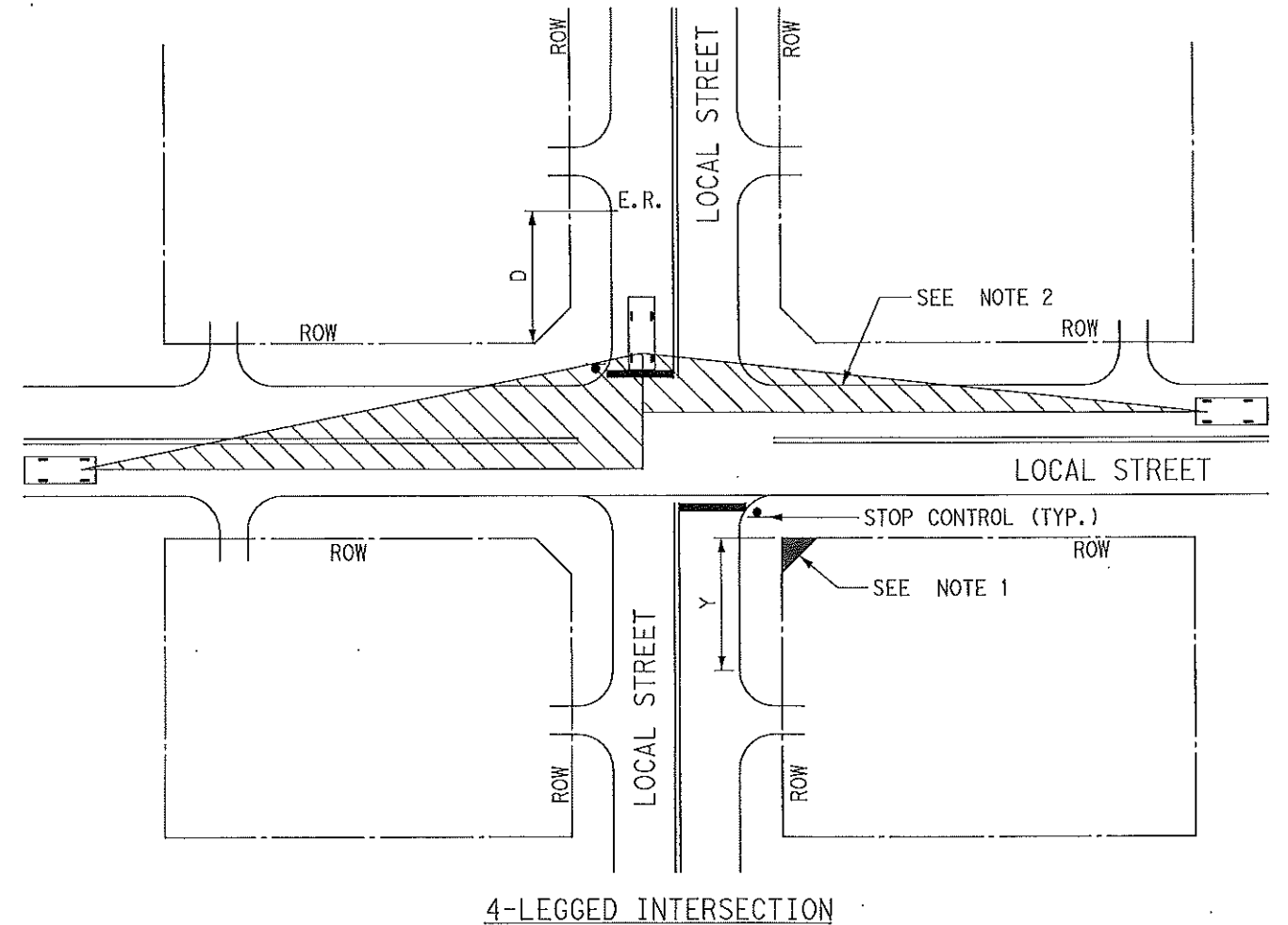
TABLE 1

PAVEMENT WIDTH	ROW	50 FT.	60 FT.
28 FT.	D	18.5 FT.	-
	Y*	18.5 FT.	-
41 FT.	D	13.5 FT.	18.5 FT.
	Y*	13.5 FT.	18.5 FT.

\* SEE NOTE 3.

NOTES:

1. REFER TO INTERSECTION GEOMETRY - CURB RADIUS AND CORNER CUTBACK SHEET.
2. DRIVEWAYS SHALL NOT BE LOCATED WITHIN THE SIGHT TRIANGLE. REFER TO INTERSECTION GEOMETRY - SIGHT TRIANGLE SHEET.
3. DISTANCE BASED ON 25 FT. CURB RADIUS (15 FT. X 15 FT. CORNER CUTBACK) AND 30 FT. CURB RADIUS (20 FT. X 20 FT. CORNER CUTBACK). FOR ALL OTHER CURB RADIUS AND CORNER CUTBACKS, APPROVAL WILL BE REQUIRED BY COUNTY ENGINEER.
4. DRIVEWAYS SHALL NOT BE LOCATED WHERE IT MAY IMPACT FUTURE PLACEMENT OF ONE ADA-COMPATIBLE CURB RAMP.



5/22/2019  
\\geometric Design Guidelines.12.dgn

NO.	REVISIONS	DATE	APP

HARRIS COUNTY  
ENGINEERING DEPARTMENT



PROJECT TITLE		
DESIGN BY	RESIDENTIAL DRIVEWAY	
CAD BY	GG-12	
SCALE	PLACEMENTS ON	
DATE	LOCAL STREETS	