

BERGEN COUNTY PLANNING BOARD
RESOLUTION 10-75
December 10, 1975

Intersection Design Standards

Using the established County road classification system and the legal speed limits as variables, the following chart giving basic intersection design standards has been developed. The standards are shown as the width of pavement from the center line of the County road and the length of curb required on each side of the new intersecting road.

<u>BASIC INTERSECTION DESIGN STANDARDS*</u>			
<u>COUNTY ROAD CLASSIFICATION</u>			
<u>Speed Limit</u>	<u>Arterial</u>	<u>Collector</u>	<u>Other</u>
45 MPH			
Length of Curb ¹	200'	200'	200'
Width of Pave ²	25'	23'	20'
40 MPH			
c	175'	175'	175'
p	25'	23'	20'
35 MPH			
c	150'	150'	150'
p	25'	23'	20'
30 MPH			
c	125'	125'	125'
p	25'	23'	20'
25 MPH			
c	100'	100'	100'
p	25'	23'	20'

1: Measured from pt. of tangency of curb radius (both sides of intersection).

2: Measured from centerline of County road.

* For new streets serving less than 5 new housing units the length of curb (upon the approval of the County Engineer) would be 50' from the pt. of tangency of the curb radius. The width of pavement would be determined by the class of County road being intersected.

A transition macadam curb will be required between end of curb and edge of existing pavement.

Note:

These standards can be modified by the County Engineer depending on special conditions at site: i.e. overall roadway improvement plans; drainage considerations; topographic features; sight distance problems; pedestrian safety considerations; etc. These standards can also be modified for conditions of "substantial" new development.