

1.5. Collector Streets

All Figures are for illustrative purposes and all signing and striping are subject to the most recent adopted edition of the CA MUTCD or as appropriate by reviewer. Figures 1-17 through 1-26 and Tables 1-6 through 1-10 illustrate the design specifications for two-lane sub-collector streets, two-lane collector streets, two-lane collector streets with twoway left turn lanes, two-lane industrial collector streets, and four-lane urban collector streets with twoway left turn lanes.

1.5.1 Two Lane Sub-Collector

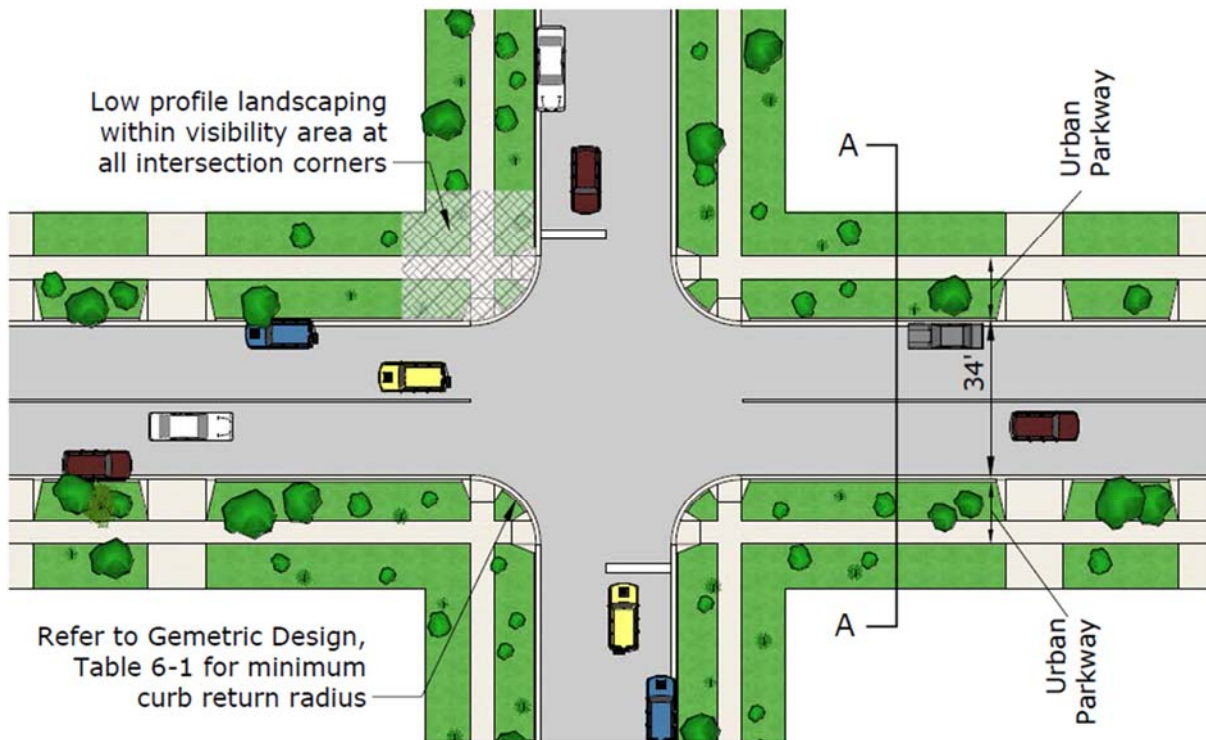


FIGURE 1-17. PLAN: TWO LANE SUB-COLLECTOR

TABLE 1-6. TWO-LANE SUB-COLLECTOR SPECIFICATIONS

Width, Right-of-Way	54 ft. – 74 ft.
Design ADT	2,200
Design Speed	30 mph
Width, Curb-to-Curb	34 ft.
Maximum Grade	10% (8% in commercial area)
Minimum Curve Radius	500 ft. above 6% grade 450 ft. at or below 6% grade
Land Use	Large Lot Single Dwelling Residential, Single Dwelling Residential, Low Density Multiple Dwelling Residential, Open Space-Park, Medium-to-Very High Density, Multiple Dwelling Residential
Parkway Options¹	Urban Parkway Configurations see Figure 5-3 and 5-4
Land Use	Neighborhood Commercial, Community Commercial, School, Church, or Public Building
Parkway Options	Urban Parkway Configurations see Figure 5-2, 5-6 through 5-9

¹Where building setback is zero, Figure 5-4 parkways should be installed.

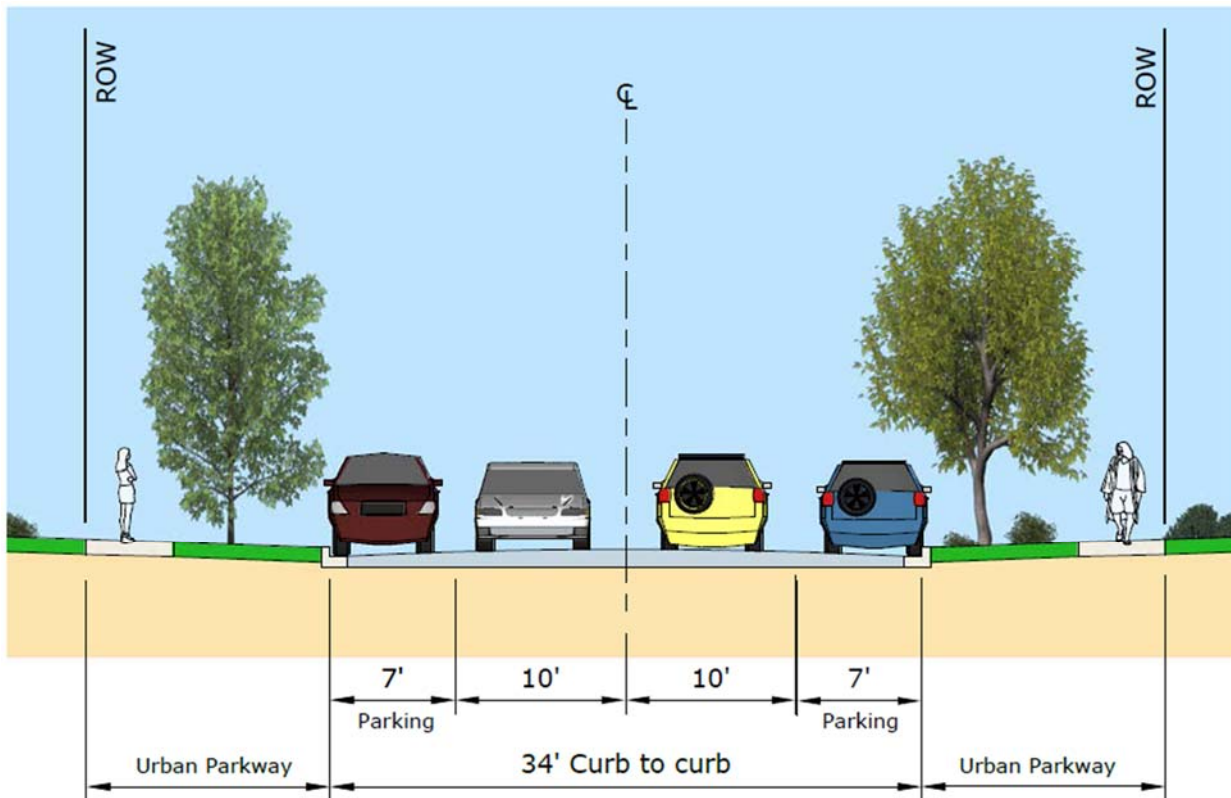


FIGURE 1-18. SECTION A-A: TWO LANE SUB-COLLECTOR

Collector Streets
Two Lane Collector

1.5.2 Two-Lane Collector

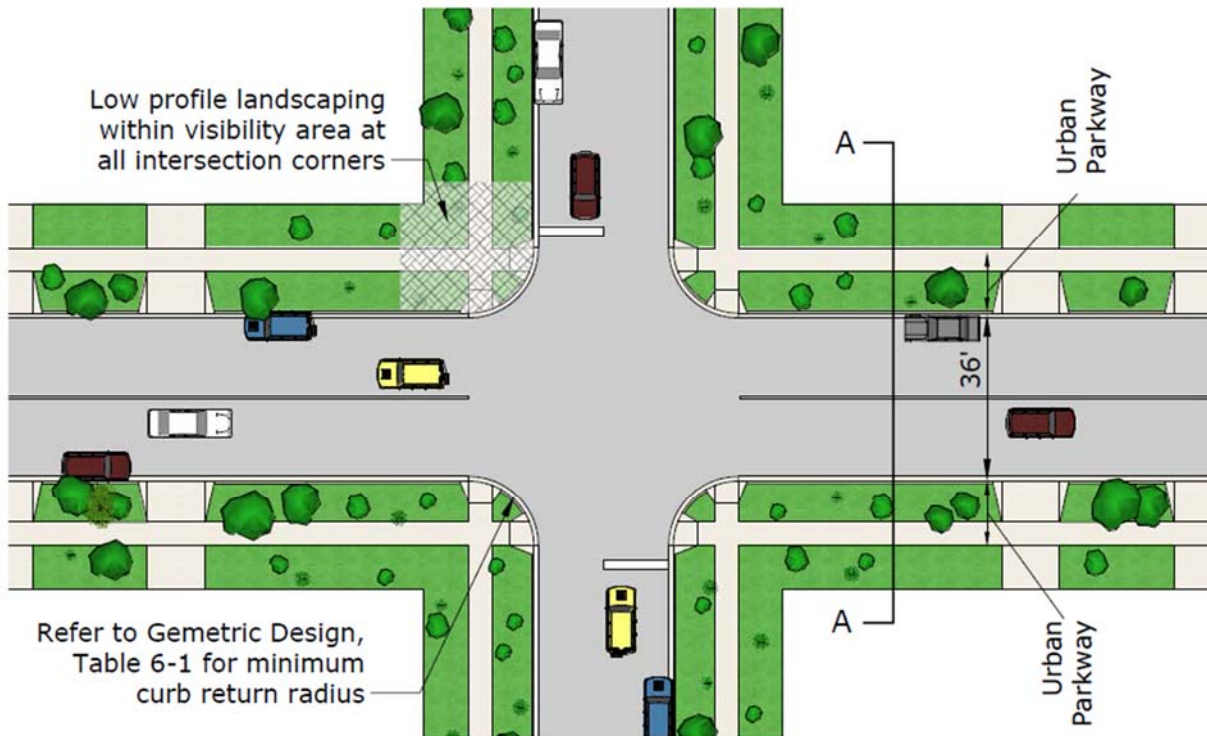


FIGURE 1-19. PLAN: TWO LANE COLLECTOR

TABLE 1-7. TWO-LANE COLLECTOR SPECIFICATIONS

Width, Right-of-Way (with added bike lanes)	60 ft. – 86 ft. 70 ft. – 96 ft.
Design ADT LOS C LOS D	5,000 6,500
Design Speed	30 mph
Width, Curb-to-Curb (with added bike lanes)	36 ft. 46 ft.
Maximum Grade	10% (8% in commercial area)
Minimum Curve Radius	500 ft. above 6% grade 450 ft. at or below 6% grade
Land Use Parkway Options	Large Lot Single Dwelling Residential – no front yards, Single Dwelling Residential – no front yards, Low Density Multiple Dwelling Residential – no front yards, Open Space-Park Urban Parkway Configurations see Figure 5-3, 5-4
Land Use Parkway Options	Commercial, School, Church, or Public Building Urban Parkway Configurations see Figure 5-6 through 5-9

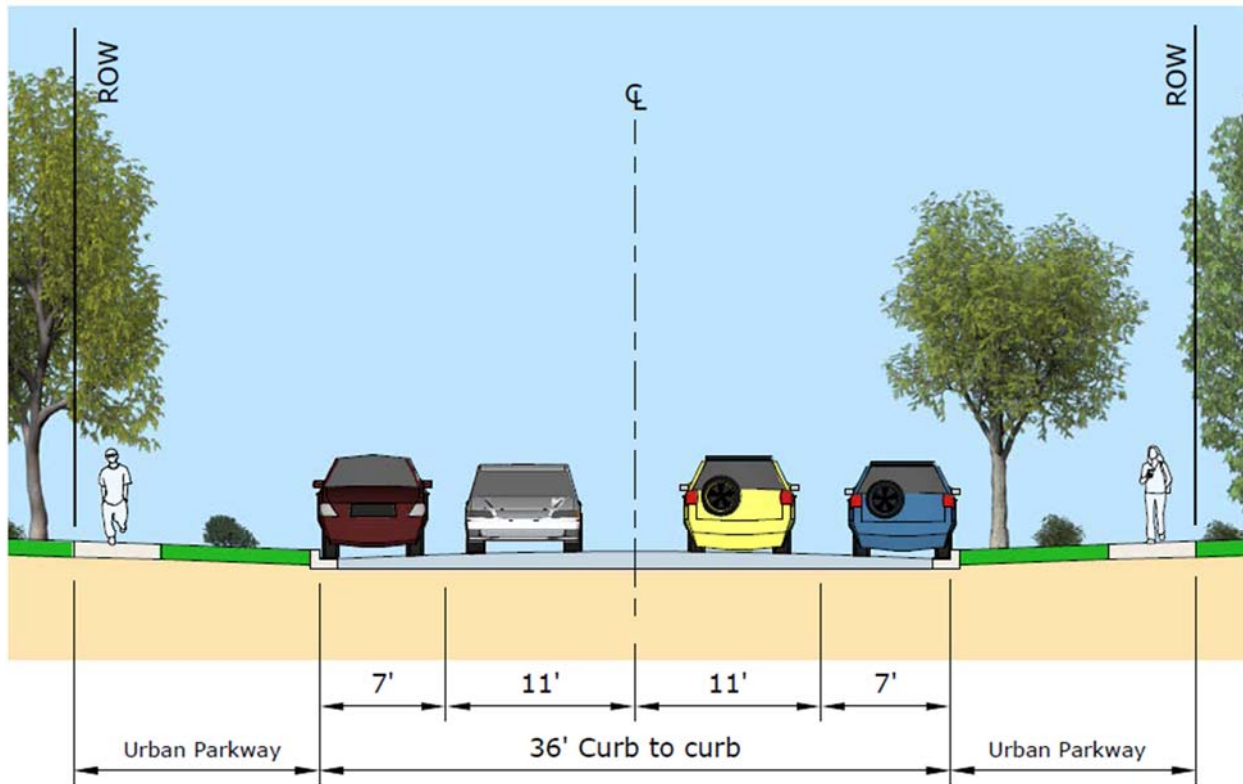


FIGURE 1-20. SECTION A-A: TWO LANE COLLECTOR

Collector Streets
Two Lane Collector With Two Way Left Turn Lane

1.5.3 Two-Lane Collector with Two-Way Left-Turn Lane

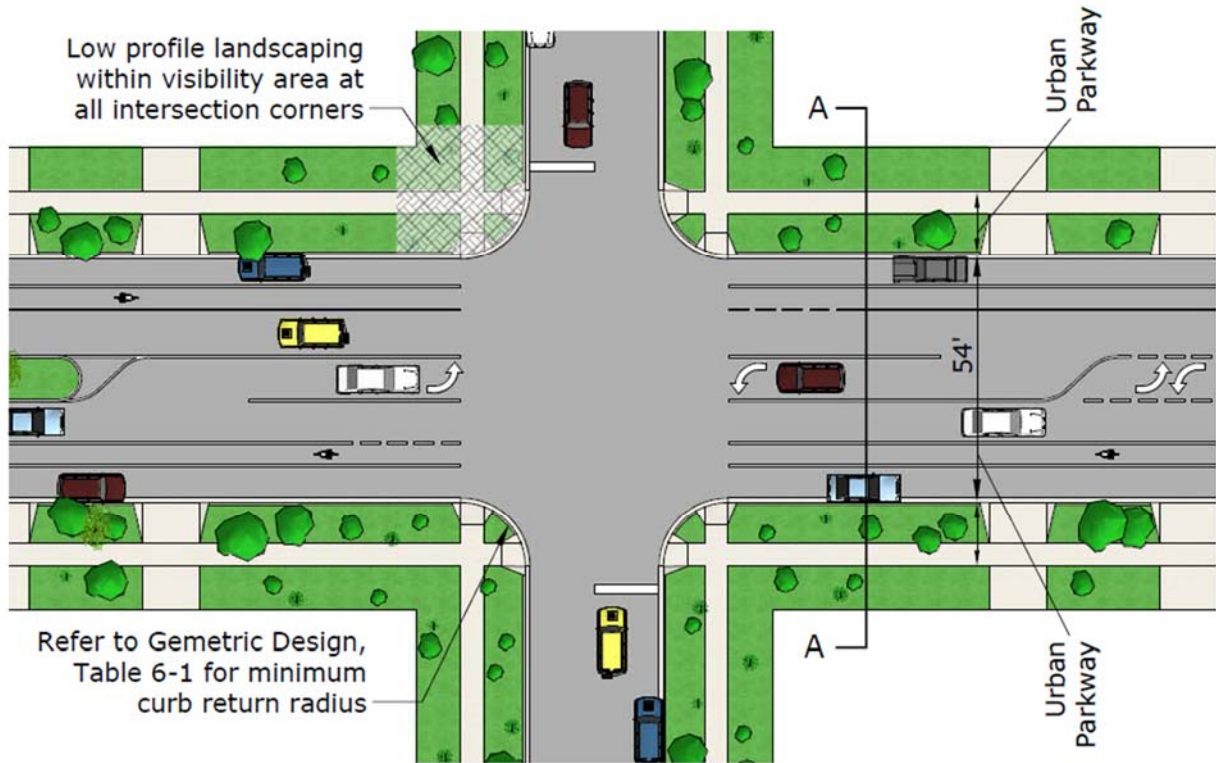


FIGURE 1-21. PLAN: TWO-LANE COLLECTOR WITH TWO-WAY LEFT-TURN LANE

Collector Streets Two Lane Collector With Two Way Left Turn Lane

TABLE 1-8. TWO LANE COLLECTOR WITH TWO WAY LEFT TURN LANE SPECIFICATIONS

Width, Right-of-Way	78 ft. – 94 ft.
Design ADT LOS C LOS D	10,000 13,000
Design Speed	35 mph
Width, Curb-to-Curb	54 ft.
Maximum Grade	8%
Minimum Curve Radius	610 ft. with no superelevation 470 ft. with 2% (min.) superelevation 380 ft. with 6% (max.) superelevation
Land Use Parkway Options	Single Dwelling Residential – no front yards, Low Density Multiple Dwelling Residential – no front yards, Open Space-Park, Medium to Very High Density, Multiple Dwelling Residential Urban Parkway Configurations see Figure 5-3, 5-4
Land Use Parkway Options	Neighborhood Commercial, Community Commercial, Regional Commercial, Commercial Offices Visitor Commercial, School, Church, Public Building Urban Parkway Configurations see Figure 5-6 through 5-9
Land Use Parkway Options	Pedestrian-Oriented Commercial Retail, Urban Village Commercial Retail Urban Parkway Configurations see Figure 5-6 through 5-9

Note: Two-way left-turn lane shall be considered only for streets of limited length where intersections are closely spaced or where there is extensive driveway access. For all other conditions, raised center medians should be considered to address access management and community beautification. Where a raised center median is installed, access provisions across the median for emergency vehicles should be provided at 300 ft. intervals.

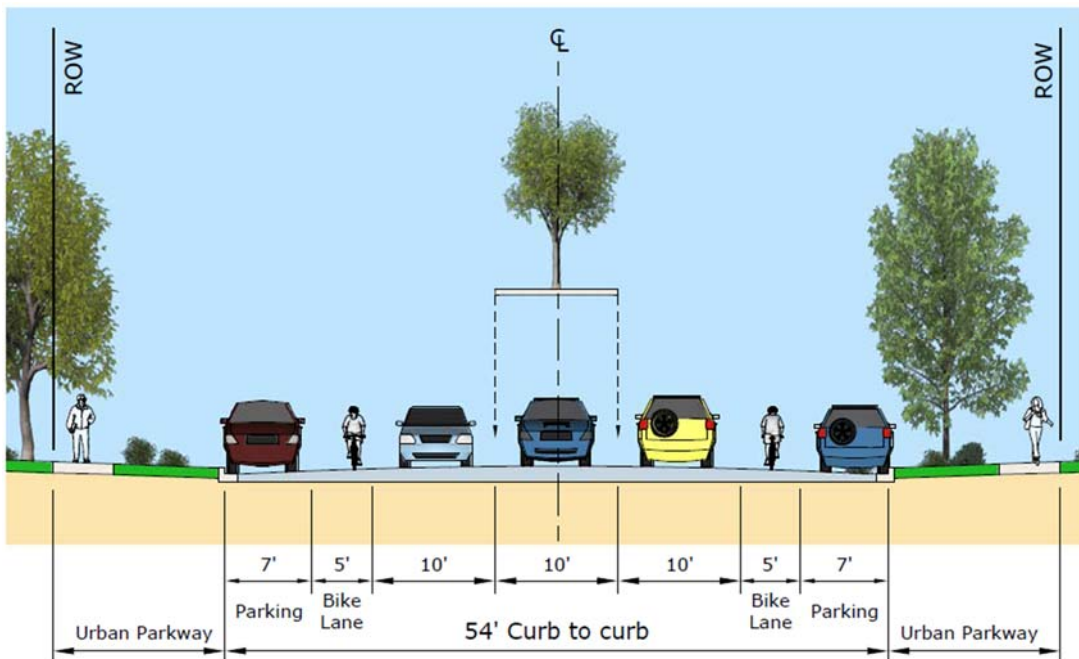


FIGURE 1-22. SECTION A-A: TWO LANE COLLECTOR WITH TWO WAY LEFT TURN LANE

Collector Streets
Two Lane Industrial Collector

1.5.4 Two-Lane Industrial Collector

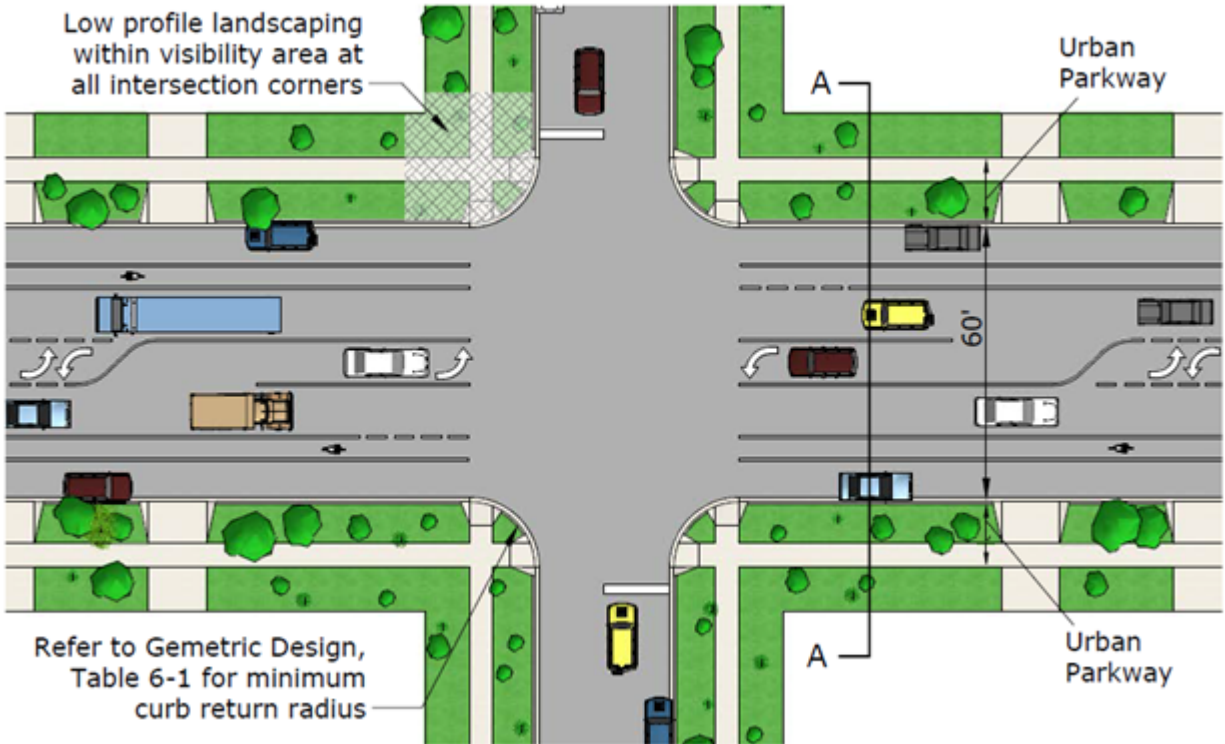


FIGURE 1-23. PLAN: TWO-LANE INDUSTRIAL COLLECTOR

Collector Streets Two Lane Industrial Collector

TABLE 1-9. TWO LANE INDUSTRIAL COLLECTOR SPECIFICATIONS

Width, Right-of-Way	80 ft. – 90 ft.
Design ADT LOS C LOS D	5,000 6,500
Design Speed	30 mph
Width, Curb-to-Curb	60 ft.
Maximum Grade	8%
Minimum Curve Radius	430 ft. with no superelevation 340 ft. with 2% (min.) superelevation 300 ft. with 4% (max.) superelevation
Land Use Parkway Options	Industrial Urban Parkway Configurations see Figure 5-2, 5-3, 5-4

Note: Two-way left-turn lane shall be considered only for streets of limited length where intersections are closely spaced or where there is extensive driveway access.

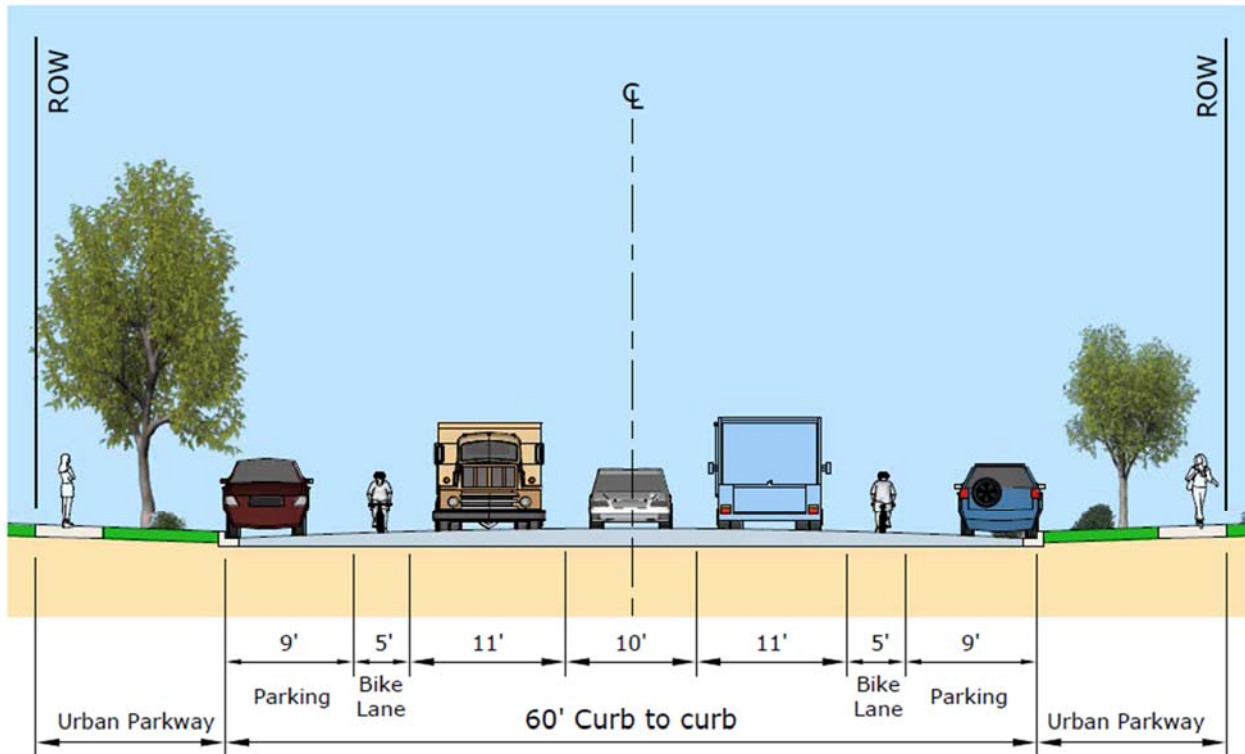


FIGURE 1-24. SECTION A-A: TWO LANE INDUSTRIAL COLLECTOR

Collector Streets
Four Lane Urban Collector With Two Way Left Turn Lane

1.5.5 Four-Lane Urban Collector with Two-Way Left-Turn Lane

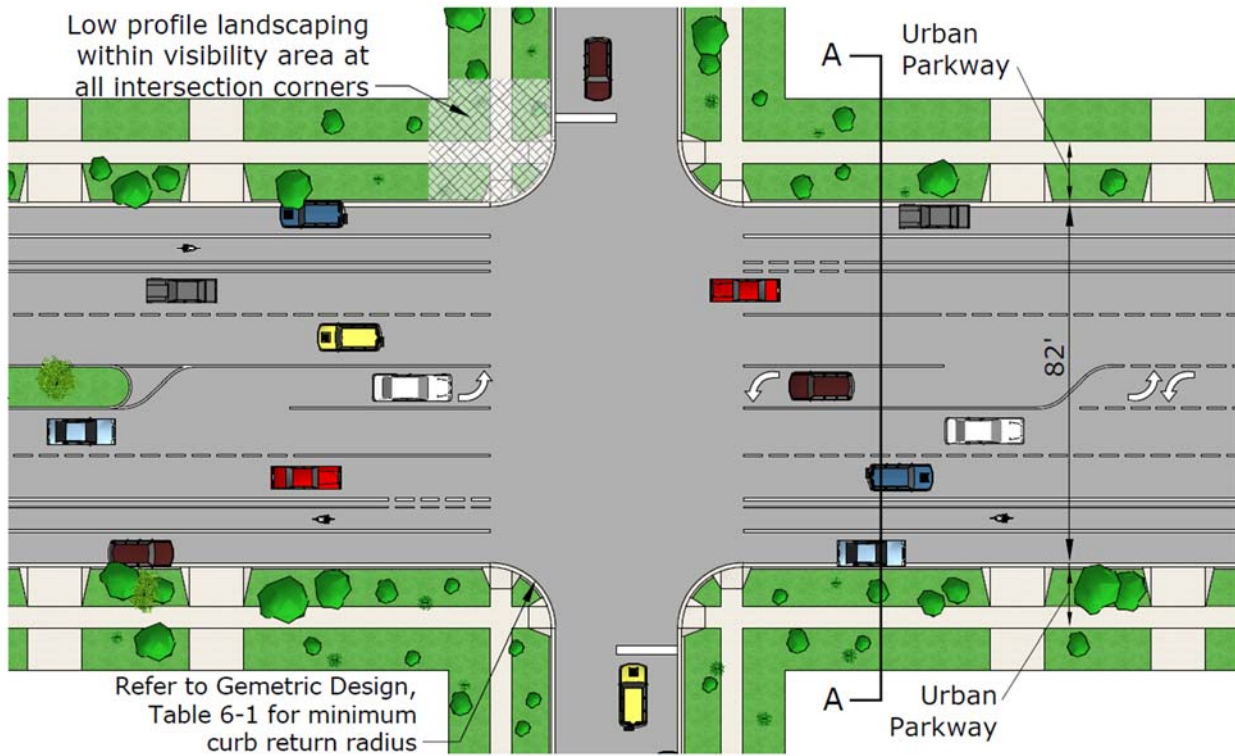


FIGURE 1-25. PLAN: FOUR-LANE URBAN COLLECTOR WITH TWO-WAY LEFT-TURN LANE

Collector Streets Four-Lane Urban Collector With Two-Way Left-Turn Lane

TABLE 1-10. FOUR LANE URBAN COLLECTOR WITH TWO WAY LEFT TURN LANE SPECIFICATIONS

Width, Right-of-Way	110 ft. – 122 ft.
Design ADT LOS C LOS D	20,000 25,000
Design Speed	35 mph
Width (includes bike lanes), Curb-to-Curb	82 ft.
Maximum Grade¹	8%
Minimum Curve Radius	610 ft. with no superelevation 470 ft. with 2% (min.) superelevation 380 ft. with 6% (max.) superelevation
Land Use Parkway Options	Single Dwelling Residential – no front yards, Low Density Multiple Dwelling Residential – no front yards, Open Space-Park, Industrial, Medium-to-Very High Density Multiple Dwelling Residential – no front yards Urban Parkway Configuration see Figure 5-4
Land Use Parkway Options	Neighborhood Commercial, Community Commercial, Regional Commercial, Commercial Offices, Visitor Commercial, School, Church, Public Building Urban Parkway Configurations see Figure 5-6 through 5-9
Land Use Parkway Options	Pedestrian-Oriented Commercial Retail, Urban Village Commercial Retail Urban Parkway Configurations see Figure 5-6 through 5-9

Note: Two-way left-turn lane shall be considered only for streets of limited length where intersections are closely spaced or where there is extensive driveway access.

¹ Whenever topographic constraints would cause excessive slope heights or create unmitigatable landform impacts, the maximum street grade may exceed 8% for no-fronting property, up to a maximum of 10%, subject to approval of the City Engineer.

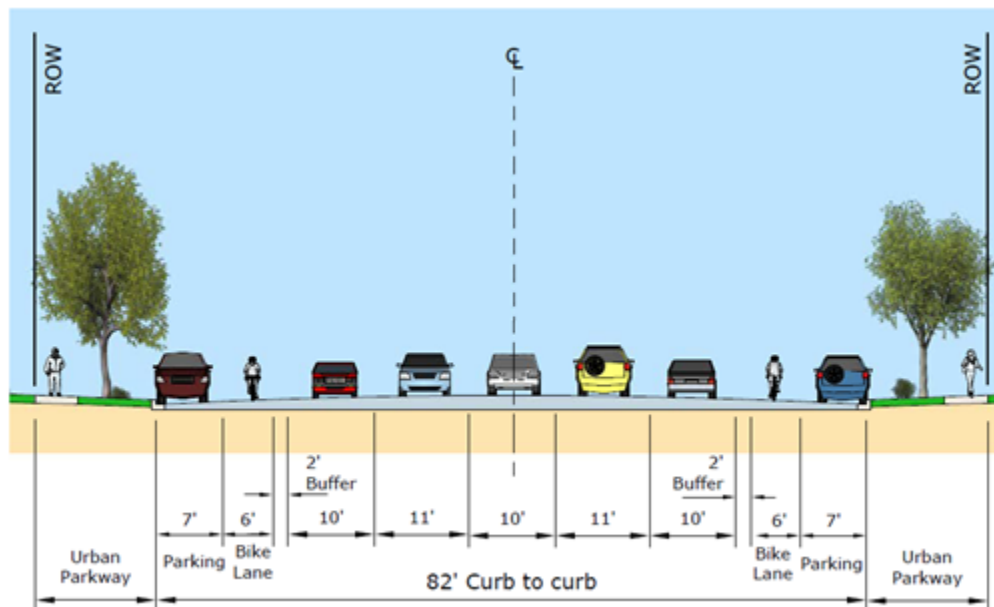


FIGURE 1-26. SECTION A-A: FOUR-LANE URBAN COLLECTOR WITH TWO-WAY LEFT-TURN LANE