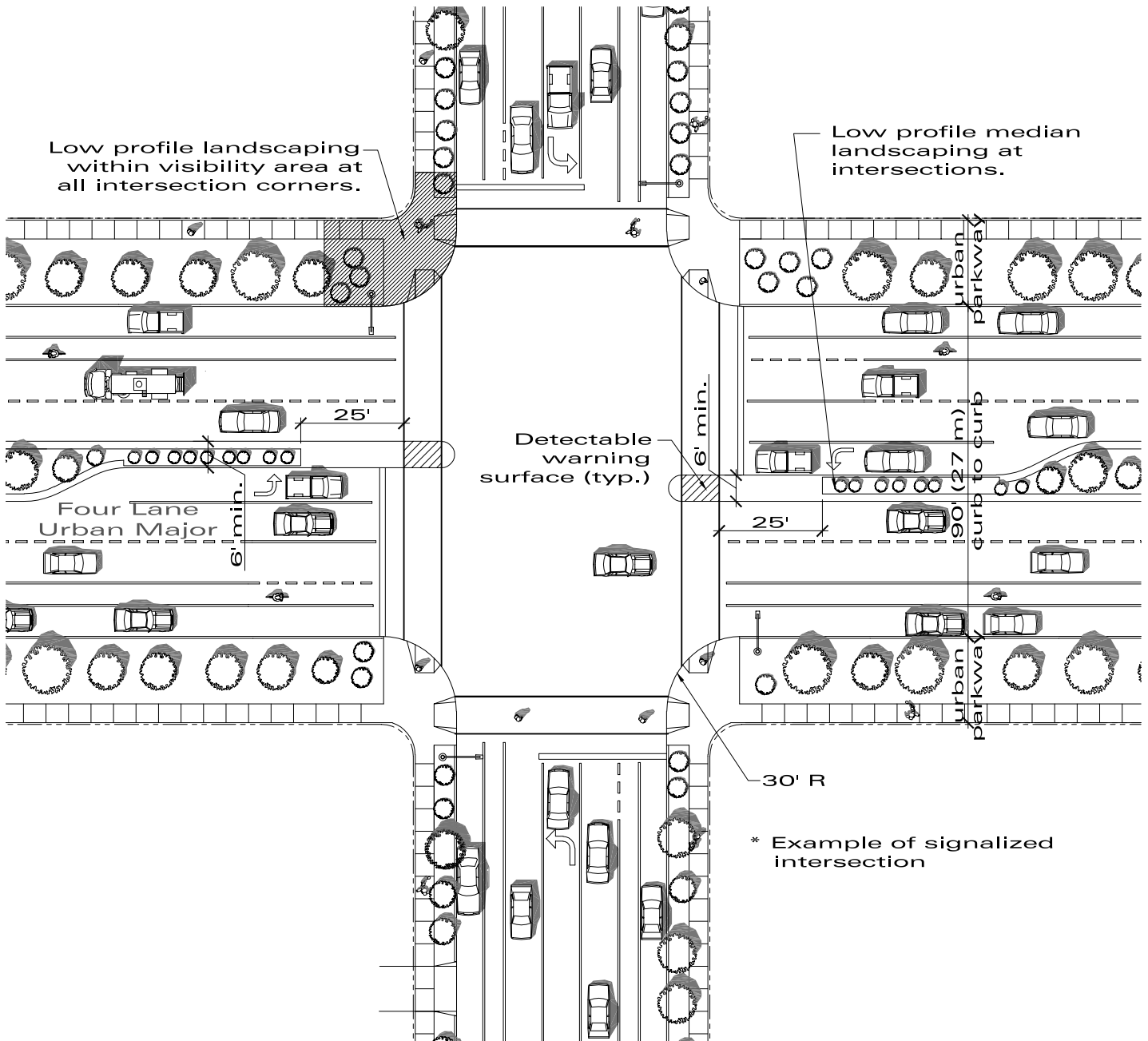


Major Streets





Four Lane Urban Major



plan (not to scale)

42

urban
parkway

U-4
a

U-5
a

U-5
b

U-6
a

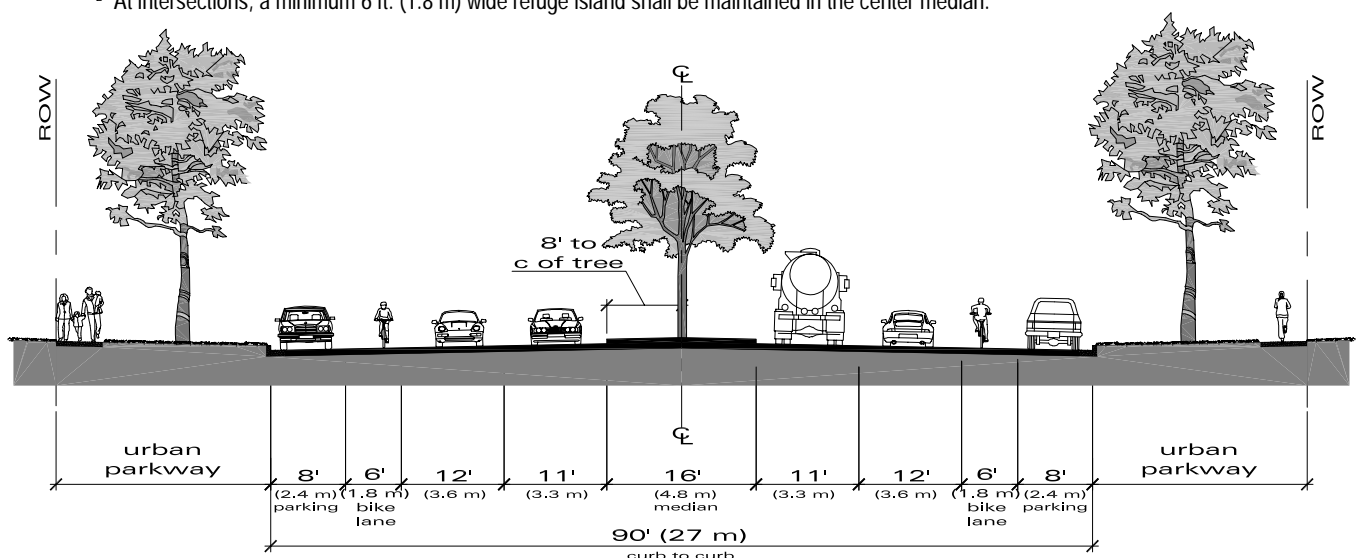
U-6
b

Width, Right-of-Way	118 ft. (35.6 m) - 130 ft. (39.0 m)	
Design ADT	LOS C	30,000
	LOS D	35,000
Design Speed	45 mph (70 km/h)	
Width (includes bike lanes and 16 ft. (4.8 m) raised center median), Curb-to-Curb ^{1,2}	90 ft. (27.0 m)	
Maximum Grade	7%	
Minimum Curve Radius	1,090 ft. (325 m) with no superelevation 830 ft. (245 m) with 2% (min.) superelevation 660 ft. (195 m) with 6% (max.) superelevation	
Land Use	Single Dwelling Residential-no front or side yards; Multiple Dwelling Residential-no front or side yards; Neighborhood Commercial; Community Commercial; Regional Commercial; Commercial Office; Visitor Commercial; School (high school and above); Church; Public Building; Urban Village Commercial Retail; Industrial	
Parkway Options	U-4 (a); U-5 (a,b); U-6 (a,b)	

NOTE: Four-Lane Urban Major street classification is applicable to streets of limited length, where intersections are closely spaced, where there is extensive driveway access, or in other situations where the speed is expected to be less 45 mph (70 km/h) or less.

¹ Widen additional 10 ft. (3.0 m) at approaches to intersecting four- or six-lane streets to provide a minimum of 250 ft. (75 m) of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. (3.6 m) wide. In instances where supporting information exists, such as an approved traffic impact study, showing clearly that dual left-turn lanes would not be warranted, the standard curb-to-curb width may be permitted.

² At intersections, a minimum 6 ft. (1.8 m) wide refuge island shall be maintained in the center median.



section A-A (not to scale)

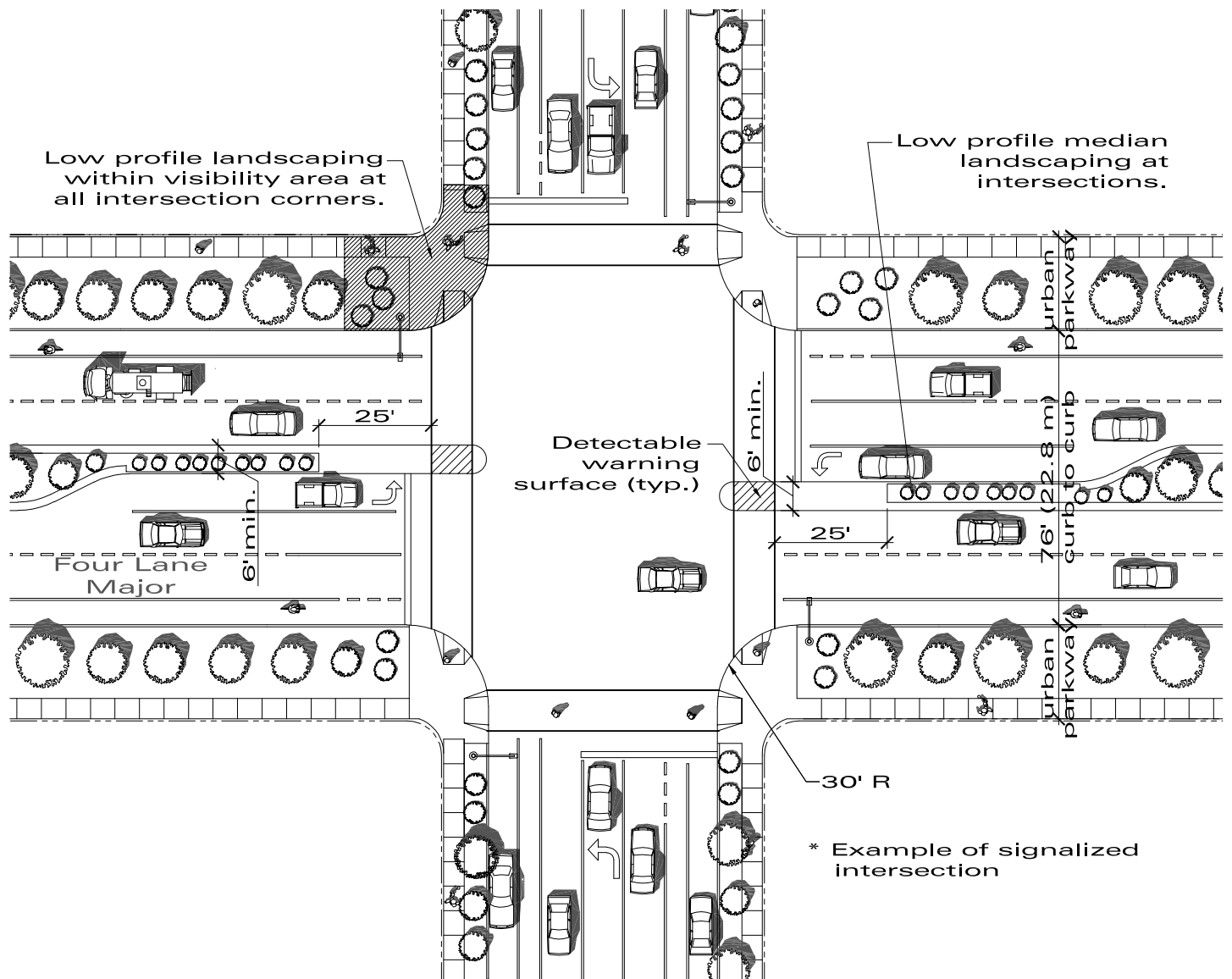
traffic
calming



43



Four Lane Major



plan (not to scale)

44

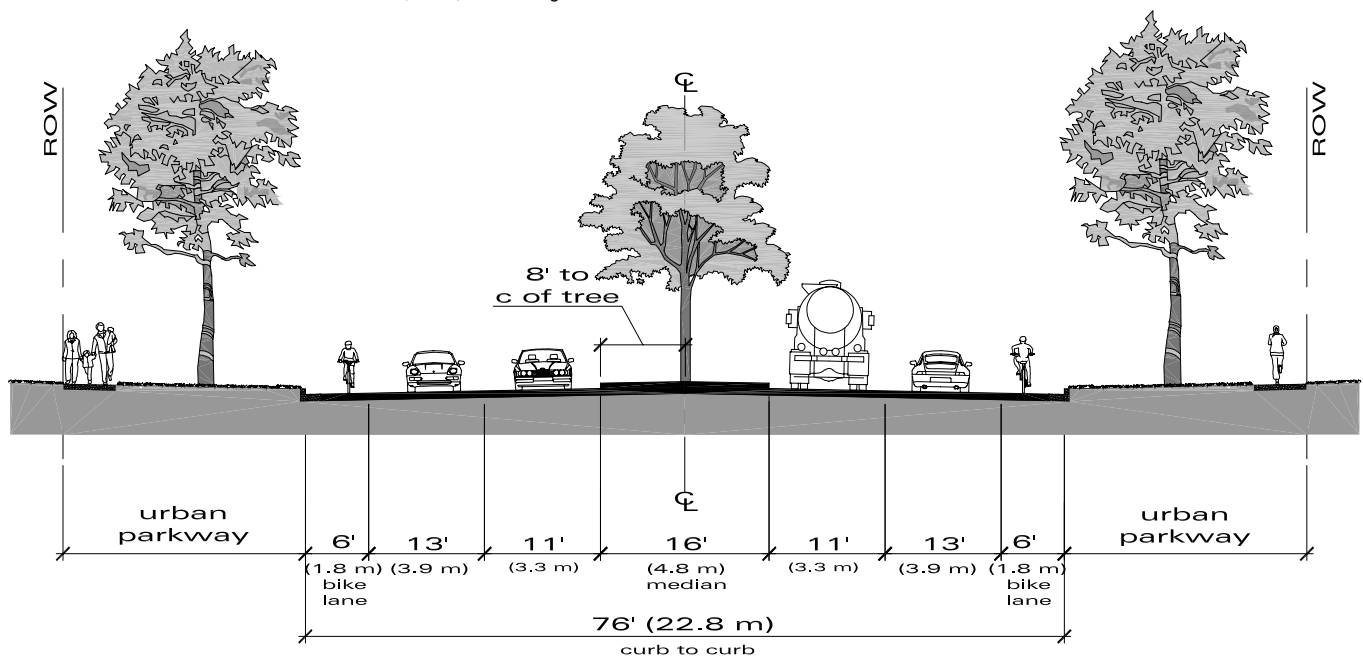
urban
parkway

U-4
b

Width, Right-of-Way		120 ft. (36.0 m)
Design ADT	LOS C	30,000
	LOS D	35,000
Design Speed		55 mph (90 km/h)
Width (includes bike lanes and 16 ft. (4.8 m) raised center median), Curb-to-Curb ^{1,2}		76 ft. (22.8 m)
Maximum Grade		7%
Minimum Curve Radius		1,850 ft. (585 m) with no superelevation 1,350 ft. (430 m) with 2% (min.) superelevation 880 ft. (275 m) with 10% (max.) superelevation
Land Use		Single Dwelling Residential-no front or side yards; Multiple Dwelling Residential-no front or side yards; Community Commercial-no front yards; Regional Commercial; Commercial Office; Visitor Commercial; Church; Public Building; Industrial; Open Space
Parkway		U-4 (b)

¹ Widen additional 10 ft. (3.0 m) at approaches to intersecting four-or-six-lane streets to provide a minimum of 250 ft. (75 m) of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. (3.6 m) wide. In instances where supporting information exists, such as an approved traffic impact study, showing clearly that dual left-turn lanes would not be warranted, the standard curb-to-curb width may be permitted.

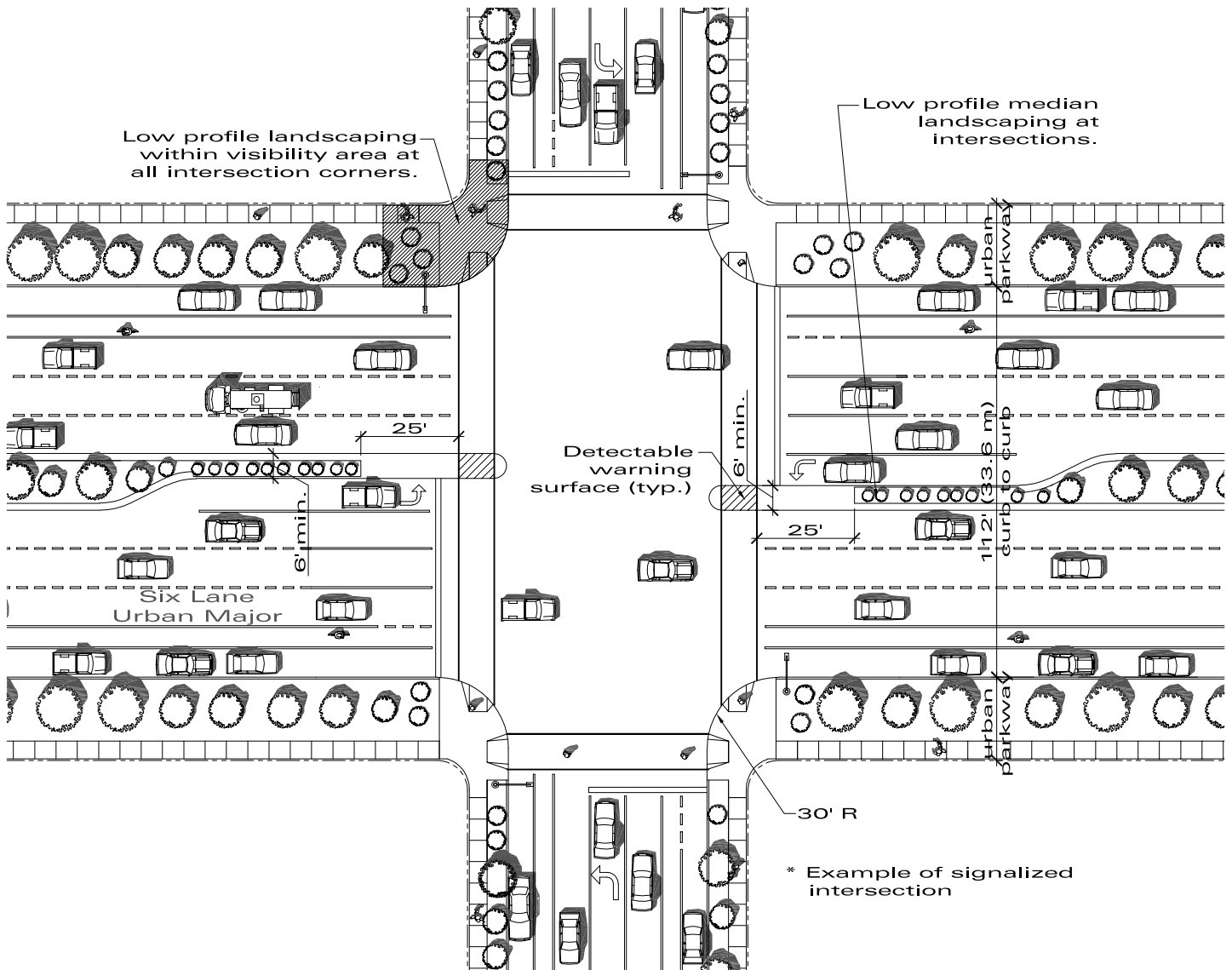
² At intersections, a minimum 6 ft. (1.8 m) wide refuge island shall be maintained in the center median.



section A-A (not to scale)



Six Lane Urban Major



plan (not to scale)

46

urban
parkway

U-4
a

U-5
a

U-5
b

U-6
a

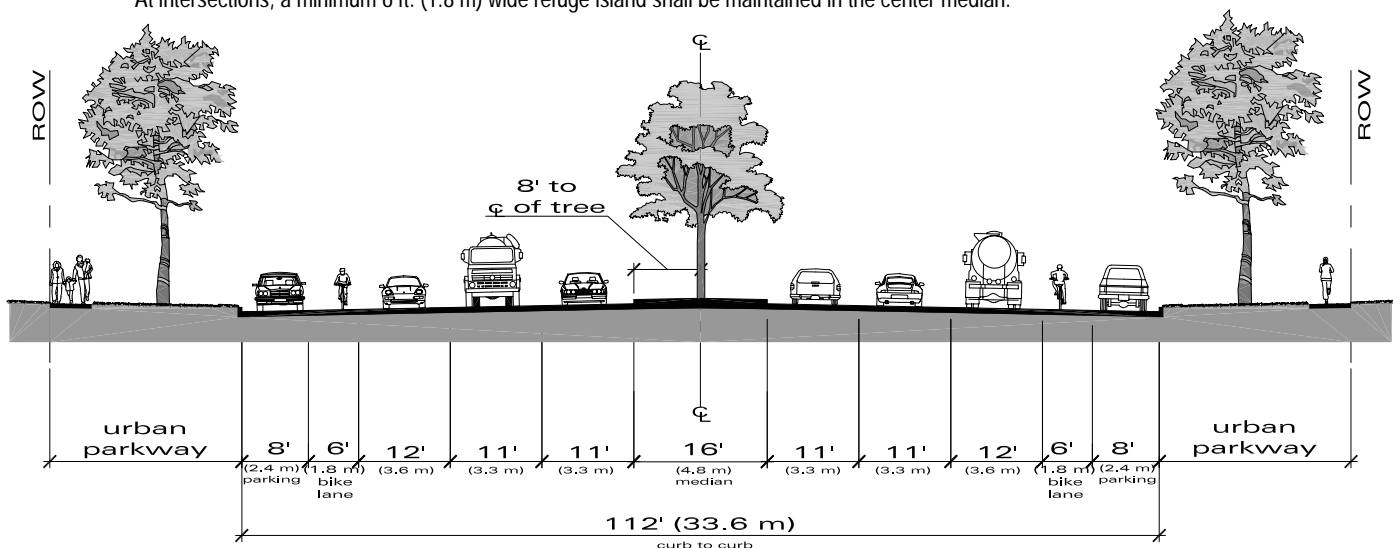
U-6
b

Width, Right-of-Way	140 ft (42.2 m) - 152 ft. (45.6 m)	
Design ADT	LOS C	40,000
	LOS D	45,000
Design Speed	45 mph (70 km/h)	
Width (includes bike lanes and 16 ft. (4.8 m) raised center median), Curb-to-Curb ^{1,2}	112 ft. (33.6 m)	
Maximum Grade	7%	
Minimum Curve Radius	1,090 ft. (325 m) with no superelevation 830 ft. (245 m) with 2% (min.) superelevation 660 ft. (195 m) with 6% (max.) superelevation	
Land Use	Single Dwelling Residential—no front or side yards; Multiple Dwelling Residential—no front or side yards; Community Commercial; Regional Commercial; Commercial Office; Visitor Commercial; school (high school and above); Church; Public Building; Urban Village Commercial Retail; Industrial; Open Space	
Parkway Options	U-4 (a); U-5 (a,b); U-6 (a,b)	

NOTE: Six-Lane Urban Major street classification is applicable to streets of limited length, where intersections are closely spaced, where there is extensive driveway access, or in other situations where the speed limit is expected to be 45 mph (70 km/h) or less.

¹ Widen additional 10 ft. (3.0 m) at approaches to intersecting four-or-six-lane streets to provide a minimum of 250 ft. (75 m) of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. (3.6 m) wide. In instances where supporting information exists, such as an approved traffic impact study, showing clearly that dual left-turn lanes would not be warranted, the standard curb-to-curb width may be permitted.

² At intersections, a minimum 6 ft. (1.8 m) wide refuge island shall be maintained in the center median.



with parking

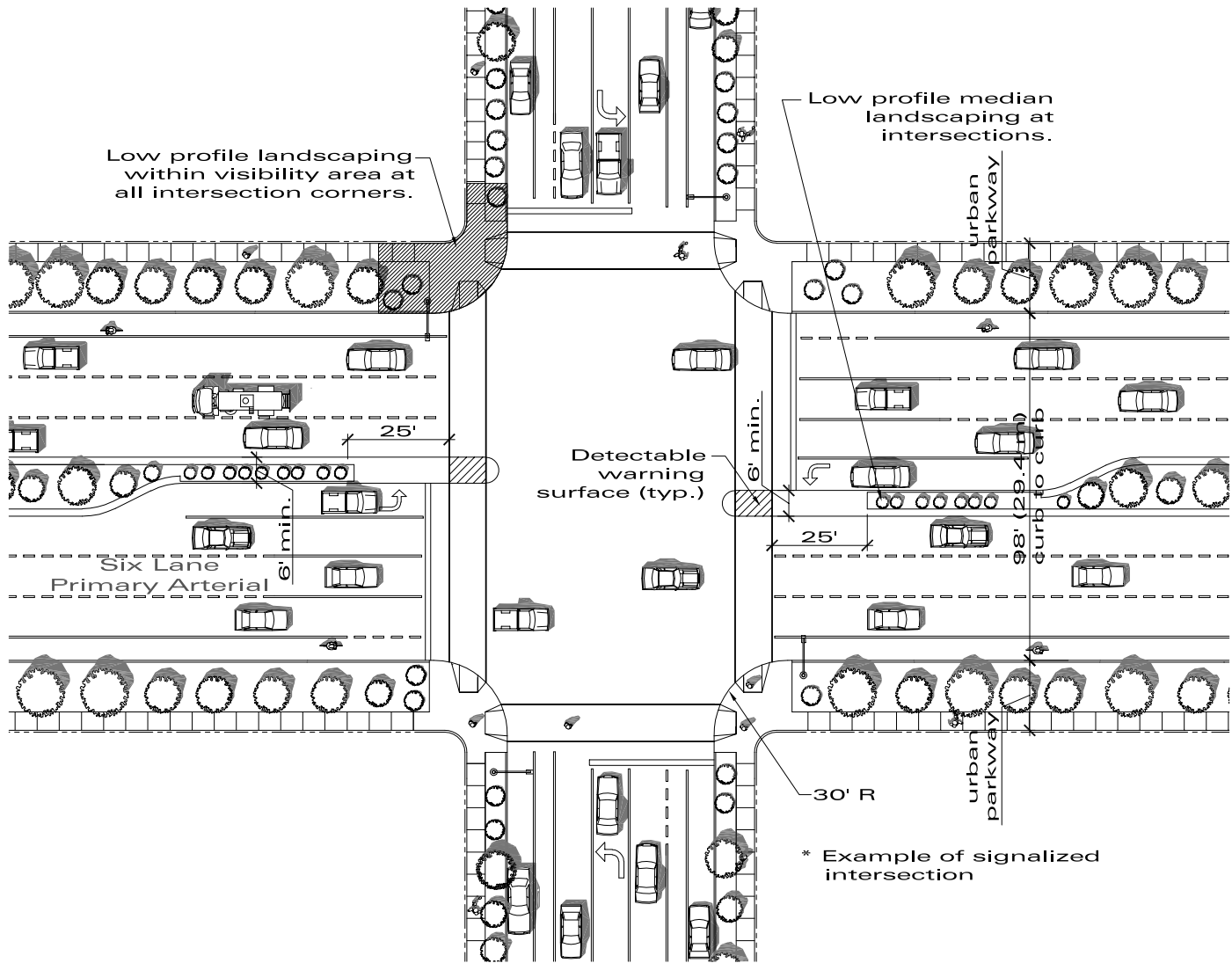
section A-A (not to scale)

traffic
calming





Six Lane Primary Arterial



plan (not to scale)

48

urban
parkway

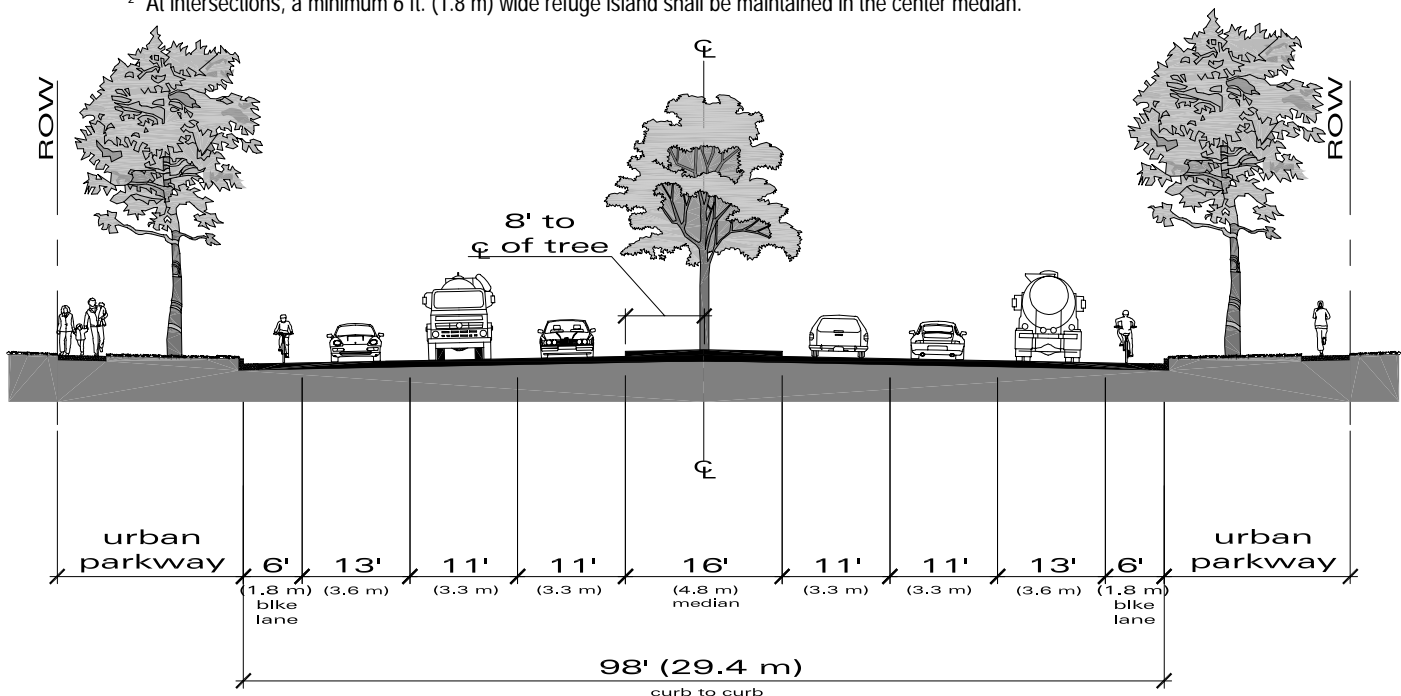
U-4
b

Six Lane Primary Arterial

Width, Right-of-Way	142 ft. (42.6 m)
Design ADT	LOS C 50,000 LOS D 55,000
Design Speed	55 mph (90 km/h)
Width (includes bike lanes and a 16 ft. (4.8 m) raised center median), Curb-to-Curb ^{1, 2}	98 ft. (29.4 m)
Maximum Grade	6%
Minimum Curve Radius	1,850 ft. (585 m) with no superelevation 1,350 ft. (430 m) with 2% (min.) superelevation 880 ft. (275 m) with 10% (max.) superelevation
Land Use	Large Lot Single Dwelling Residential-o front or side yards; Single Dwelling Residential-o front or side yards; Multiple Dwelling Residential-o front or side yards; Community Commercial - no front yards; Regional Commercial; Commercial Office; Visitor Commercial; Church – no front yards; Public Building - no front yards; Industrial - no front yards; Open Space
Parkway	U-4 (b)

¹ Widen additional 10 ft. (3.0 m) at approaches to intersecting four-or-six-lane streets to provide a minimum of 250 ft. (75 m) of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. (3.6 m) wide. In instances where supporting information exists, such as an approved traffic report, showing clearly that dual left-turn lanes would not be warranted, the standard curb-to-curb width may be permitted.

² At intersections, a minimum 6 ft. (1.8 m) wide refuge island shall be maintained in the center median.



section A-A (not to scale)

