1.6. Major 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 1-27 through 1-34 and Tables 1-11 through 1-14 below illustrate the design specifications for four-lane urban major streets, four-lane major streets, six-lane urban major streets, and six-lane primary arterial streets.

1.6.1 Four-Lane Urban Major

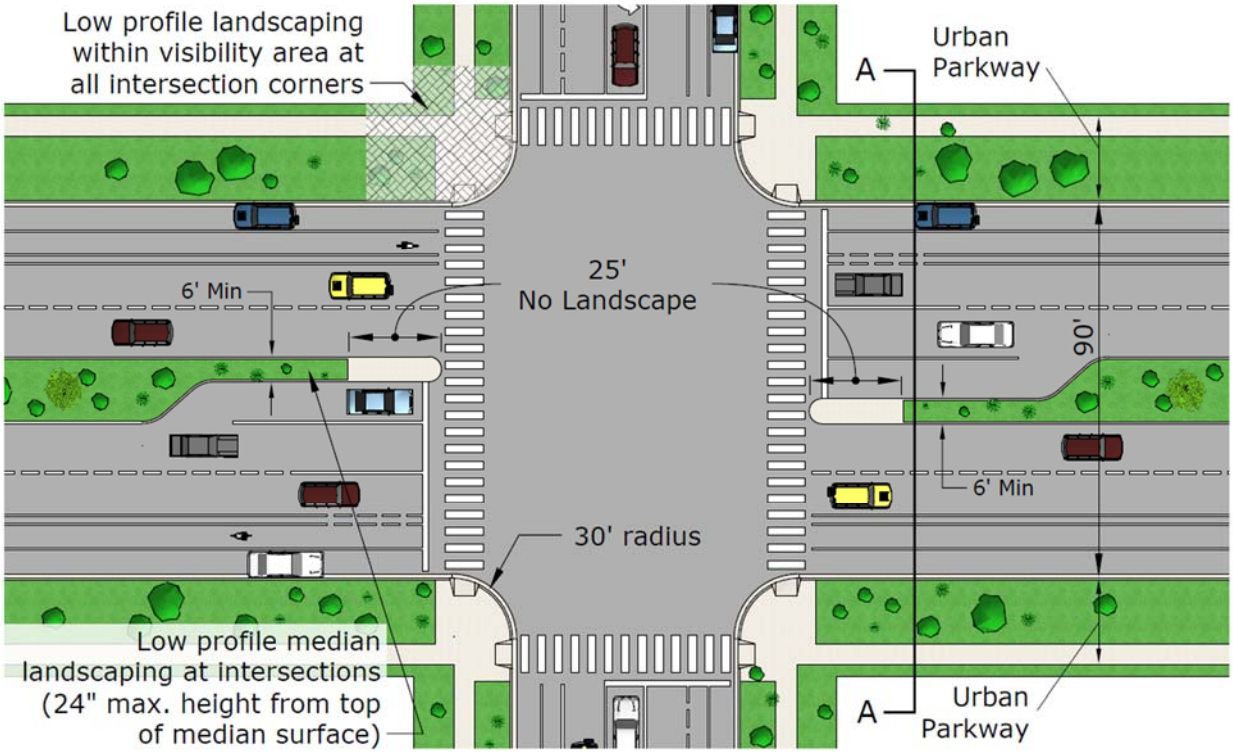


FIGURE 1-27. PLAN: FOUR-LANE URBAN MAJOR

TABLE 1-11. FOUR-LANE URBAN MAJOR SPECIFICATIONS

Width, Right-of-Way	118 ft. – 130 ft.
Design ADT LOS C LOS D	 30,000 35,000
Design Speed	45 mph
Width (includes bike lanes and 16 ft. raised center median), Curb-to-Curb[1]	90 ft.
Maximum Grade	7%
Minimum Curve Radius	1,090 ft. with no superelevation 830 ft. with 2% (min.) superelevation 660 ft. with 6% (max.) superelevation
Land Use **Parkway Options**	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 Urban Parkway Configurations see Figure 5–4, 5–6 through 5–9

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 45 mph or less.

[1] Widen additional 10 ft. at approaches to intersecting four- or six-lane streets to provide a minimum of 250 ft. of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. 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.

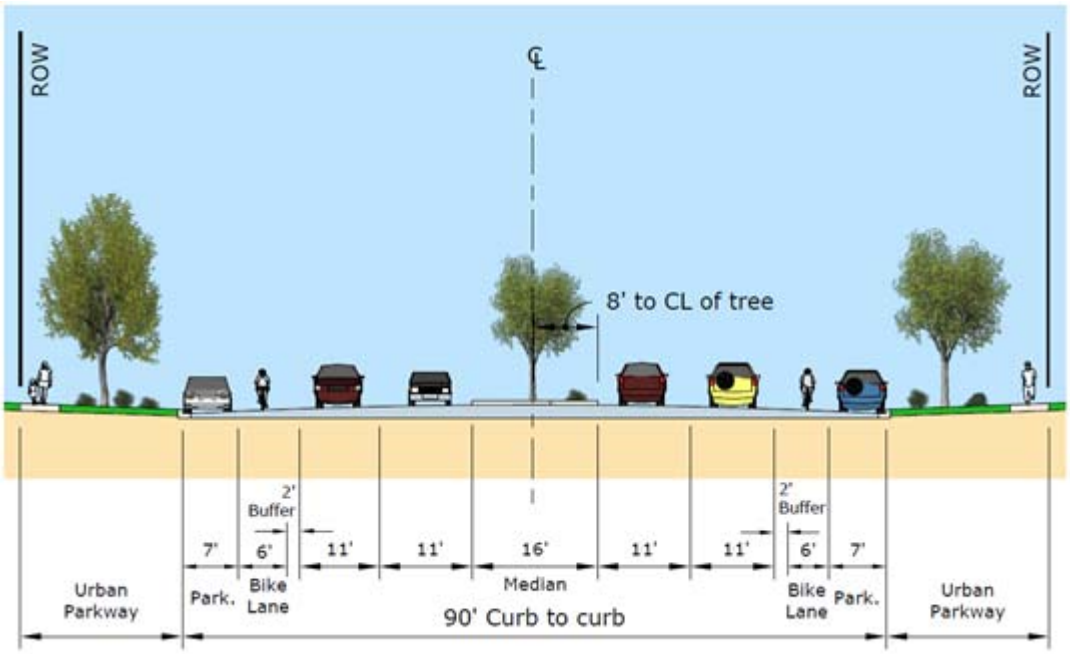


FIGURE 1-28. SECTION A-A: FOUR-LANE URBAN MAJOR

1.6.2 Four-Lane Major

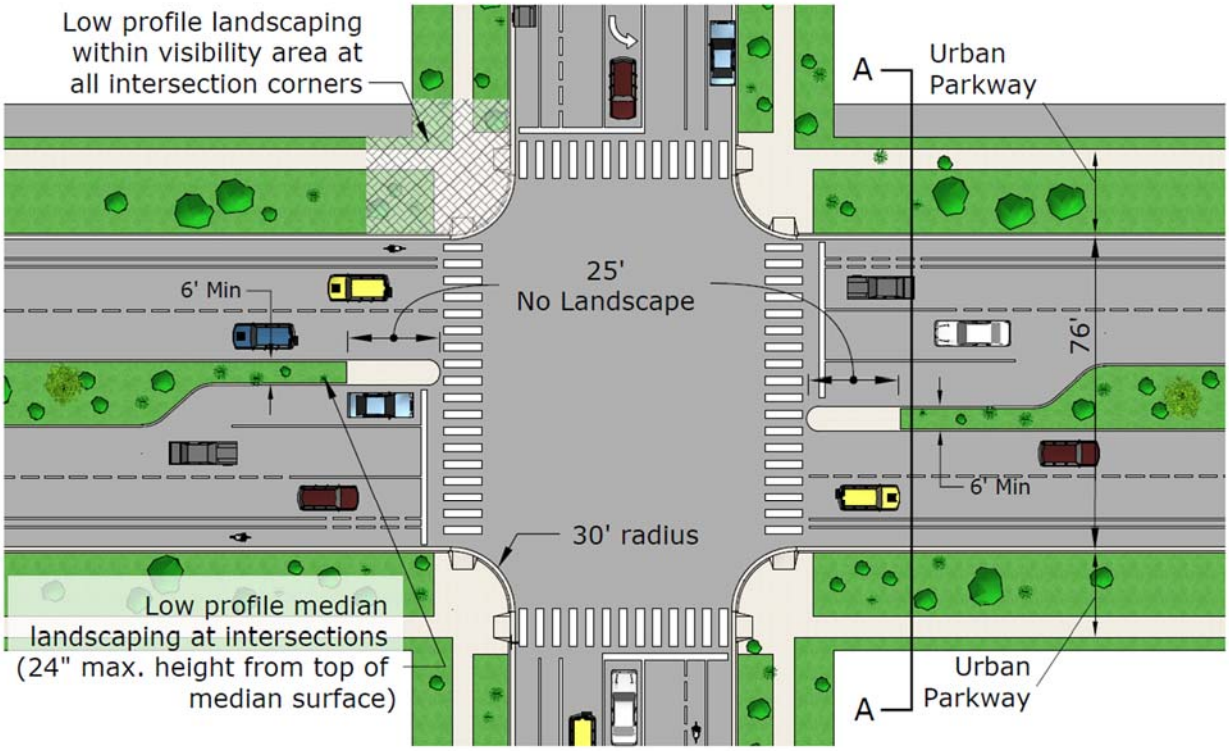
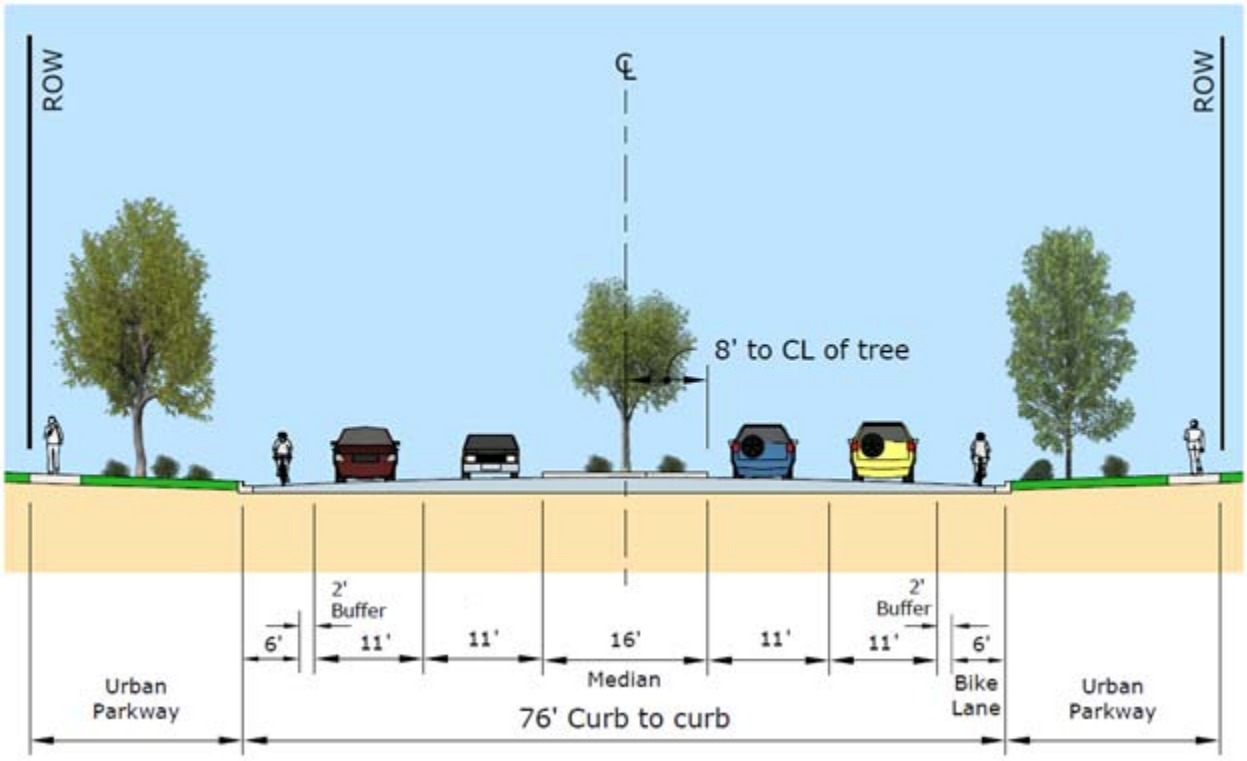


FIGURE 1-29. PLAN: FOUR-LANE MAJOR

TABLE 1-12. FOUR-LANE MAJOR SPECIFICATIONS

Width, Right-of-Way	120 ft.
Design ADT LOS C LOS D	 30,000 35,000
Design Speed	55 mph
Width (includes bike lanes and 16 ft. raised center median), Curb-to-Curb[1]	76 ft.
Maximum Grade	7%
Minimum Curve Radius	1,850 ft. with no superelevation 1,350 ft. with 2% (min.) superelevation 880 ft. with 10% (max.) superelevation
Land Use **Parkway Options**	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 Urban Parkway Configuration see Figure 5–5

[1] Widen additional 10 ft. at approaches to intersecting four- or six-lane streets to provide a minimum of 250 ft. of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. 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.



Note: Striping indicated above is for standard cross sections with a standard gutter of 1.5 feet. For existing non-standard curbs with no gutter refer to the City's latest Bicycle Facilities Design Guidelines for striping.

FIGURE 1-30. SECTION A-A: FOUR-LANE MAJOR

1.6.3 Six-Lane Urban Major

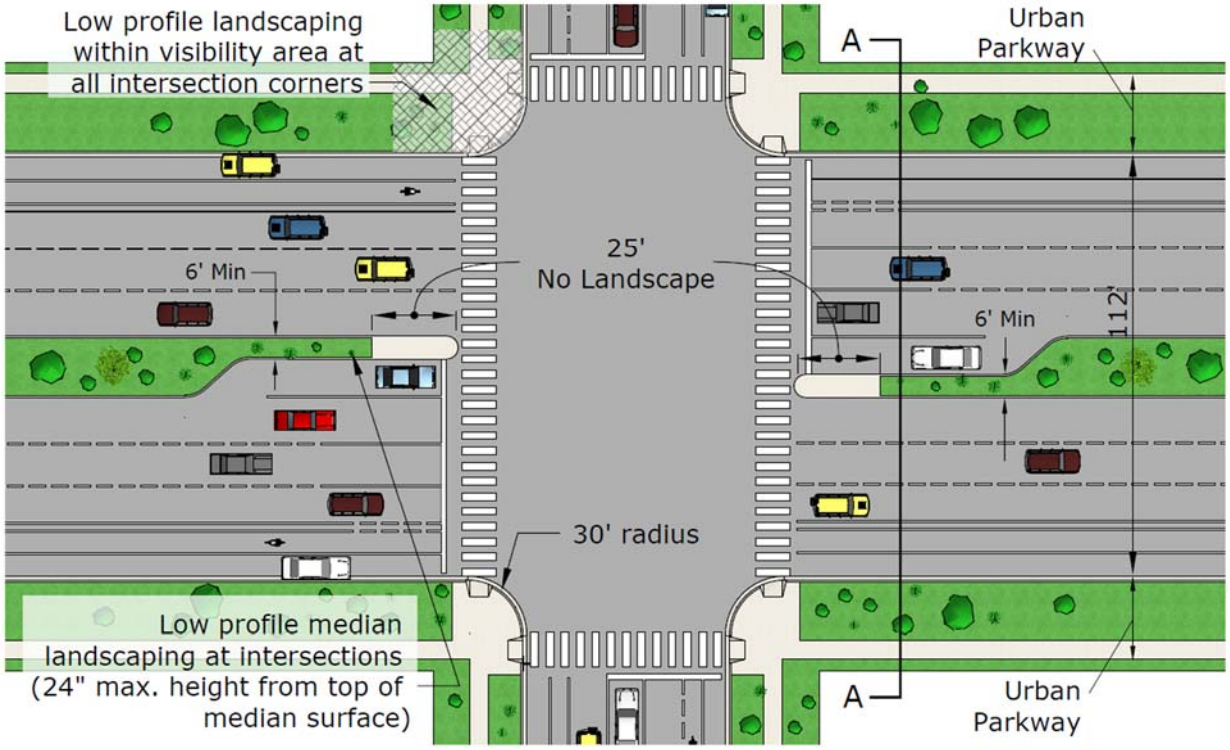


FIGURE 1-31. PLAN: SIX-LANE URBAN MAJOR

TABLE 1-13. SIX-LANE URBAN MAJOR SPECIFICATIONS

Width, Right-of-Way	140 ft. – 152 ft.
Design ADT LOS C LOS D	 40,000 45,000
Design Speed	45 mph
Width (includes bike lanes and 16 ft. raised center median), Curb-to-Curb[1]	112 ft.
Maximum Grade	7%
Minimum Curve Radius	1,090 ft. with no superelevation 830 ft. with 2% (min.) superelevation 660 ft. with 6% (max.) superelevation
Land Use **Parkway Options**	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 Urban Parkway Configurations see Figure 5–4, 5–6 through 5–9

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 is expected to be 45mph or less.

[1] Widen additional 10 ft. at approaches to intersecting four- or six-lane streets to provide a minimum of 250 ft. of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. 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.

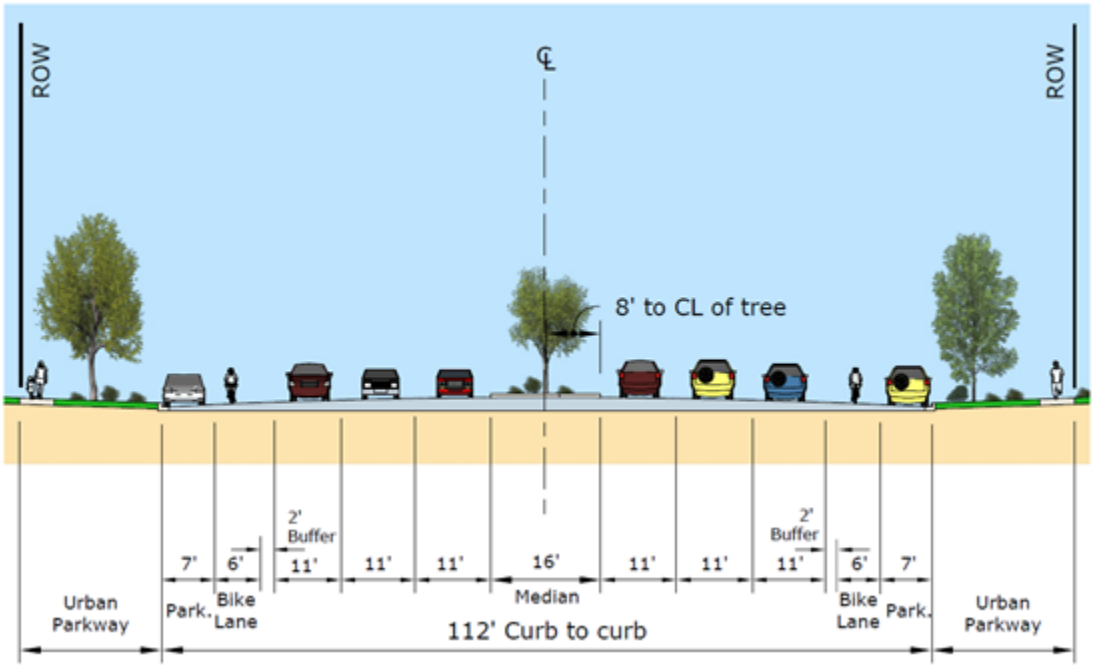


FIGURE 1-32. SECTION A-A: SIX-LANE URBAN MAJOR

1.6.4 Six-Lane Primary Arterial

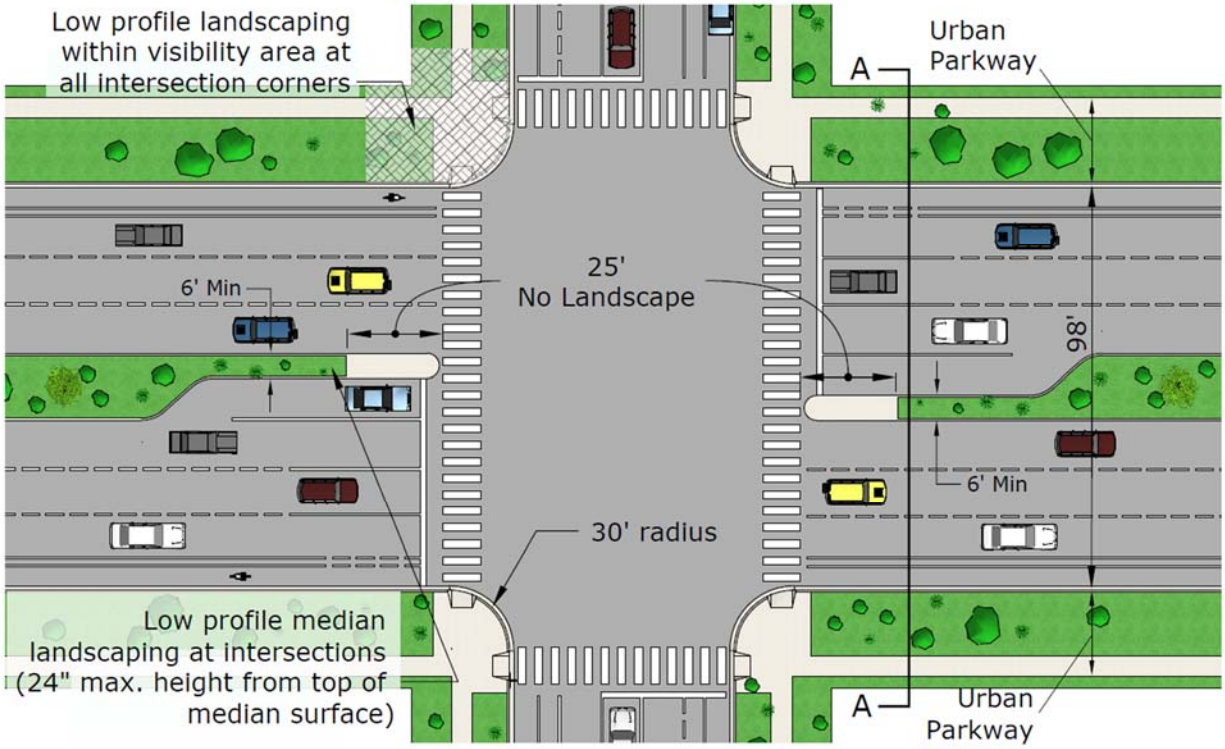
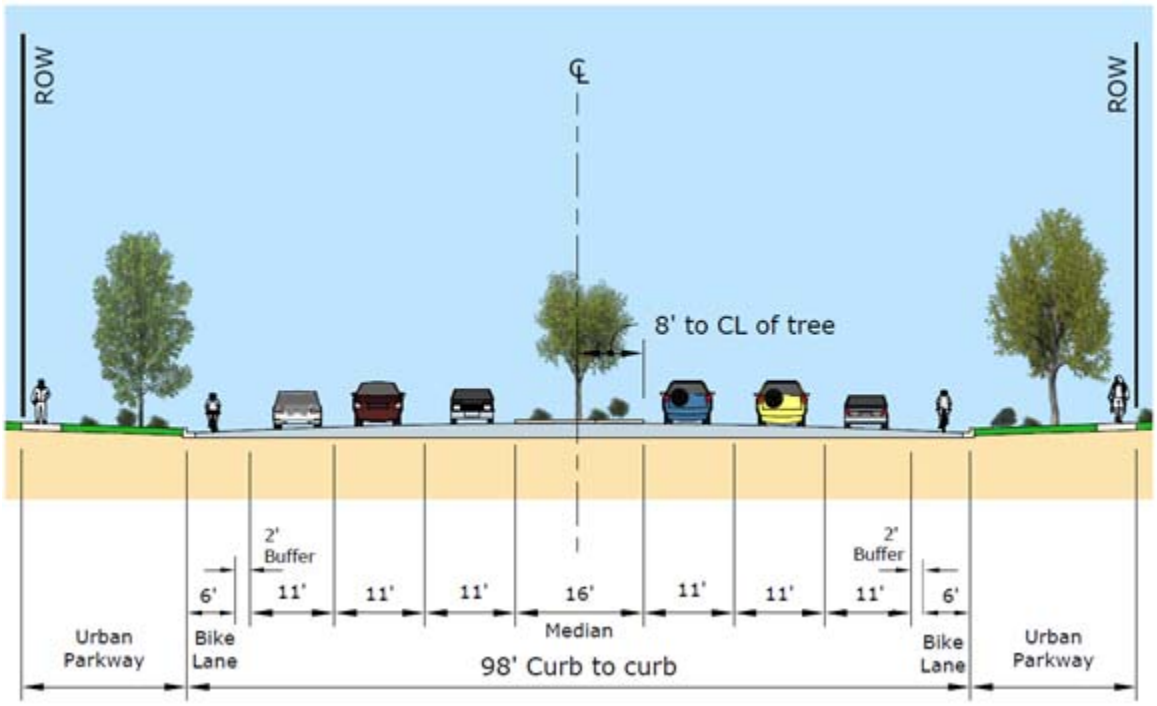


FIGURE 1-33. PLAN: SIX-LANE PRIMARY ARTERIAL

TABLE 1-14. SIX-LANE PRIMARY ARTERIAL SPECIFICATIONS

Width, Right-of-Way	142 ft.
Design ADT LOS C LOS D	 50,000 55,000
Design Speed	55 mph
Width (includes bike lanes and 16 ft. [raised center median), Curb-to-Curb[1]	98 ft.
Maximum Grade	6%
Minimum Curve Radius	1,850 ft. with no superelevation 1,350 ft. with 2% (min.) superelevation 880 ft. with 10% (max.) superelevation
Land Use	Large Lot Single Dwelling Residential – no front or side yards, 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 – no front yards, Public Building – no front yards, Industrial – no front yards, Open Space
Parkway Options	Urban Parkway Configuration see Figure 5–5

[1] Widen additional 10 ft. at approaches to intersecting four- or six-lane streets to provide a minimum of 250 ft. of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. 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.



Note: Striping indicated above is for standard cross sections with a standard gutter of 1.5 feet. For existing non-standard curbs with no gutter refer to the City's latest Bicycle Facilities Design Guidelines for striping.

FIGURE 1-34. SECTION A-A: SIX-LANE PRIMARY ARTERIAL