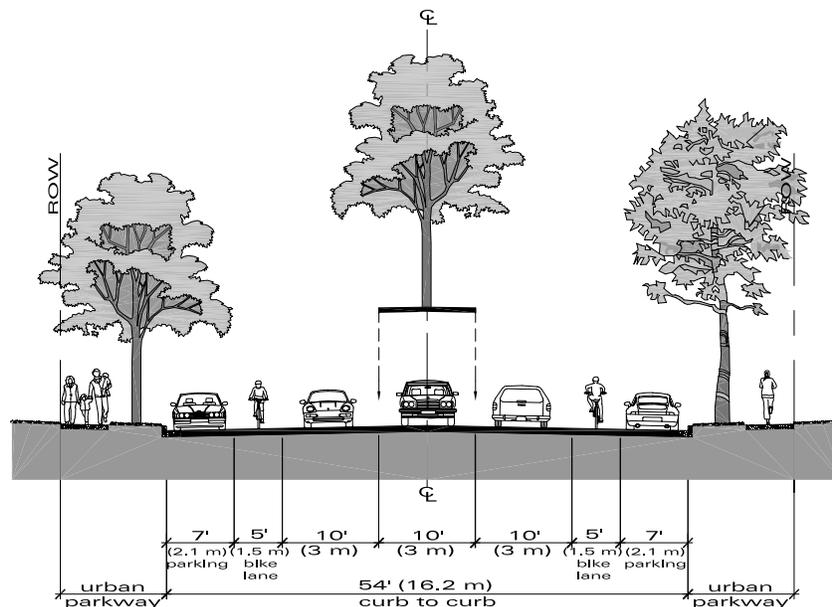


Two Lane Collector with Two Way Left Turn Lane



Width, Right-of-Way	78 ft. (23.4 m) - 94 ft. (28.2 m)	
Design ADT	LOS C	10,000
	LOS D	13,000
Design Speed	35 mph (60 km/h)	
Width, Curb-to-Curb	54 ft. (16.2 m)	
Maximum Grade	8%	
Minimum Curve Radius	610 ft. (220 m) with no superelevation 470 ft. (170 m) with 2% (min.) superelevation 380 ft. (135 m) with 6% (max.) superelevation	
Land Use	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	
Parkway Options	U-3; U-4 (a)	
Land Use	Neighborhood Commercial; Community Commercial Regional Commercial; Commercial offices Visitor Commercial; School, Church, Public Building	
Parkway Options	U-5 (a,b); U-6 (a,b)	
Land Use	Pedestrian-Oriented Commercial Retail, Urban Village Commercial Retail	
Parkway Options	U-5 (a,b); U-6 (a,b)	

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. Where raised center



section A-A (not to scale)

traffic
calming

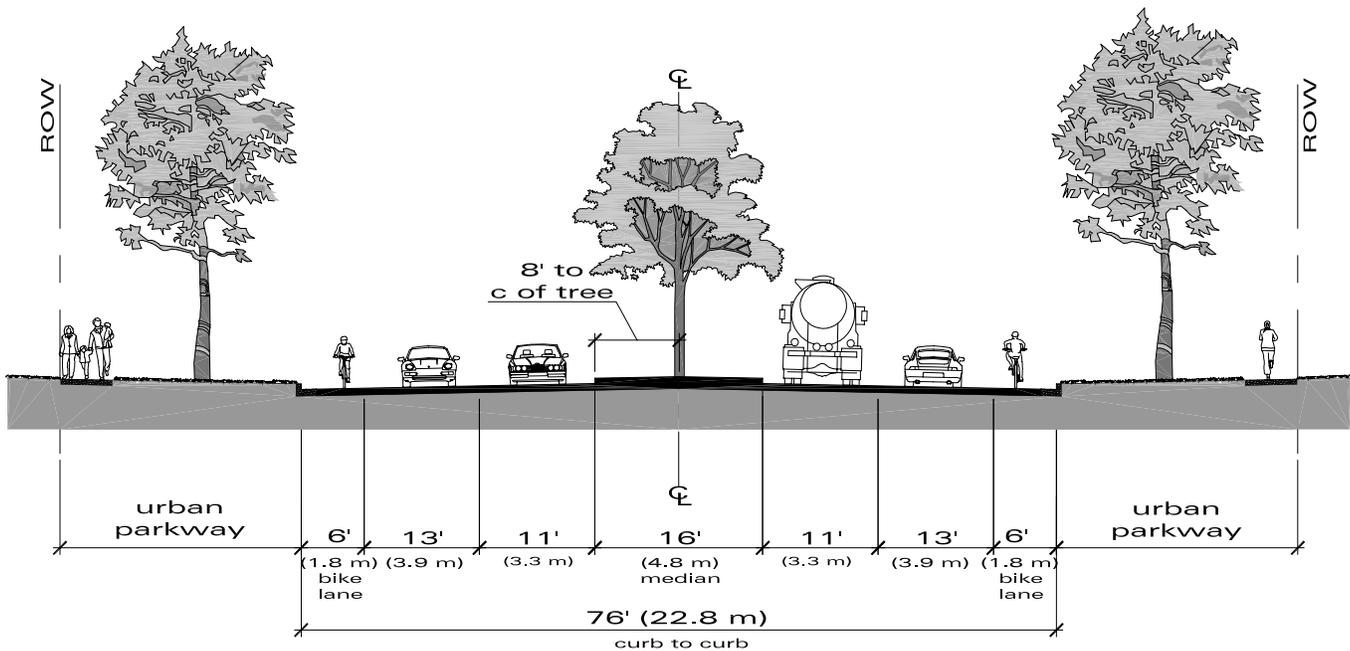


35

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.



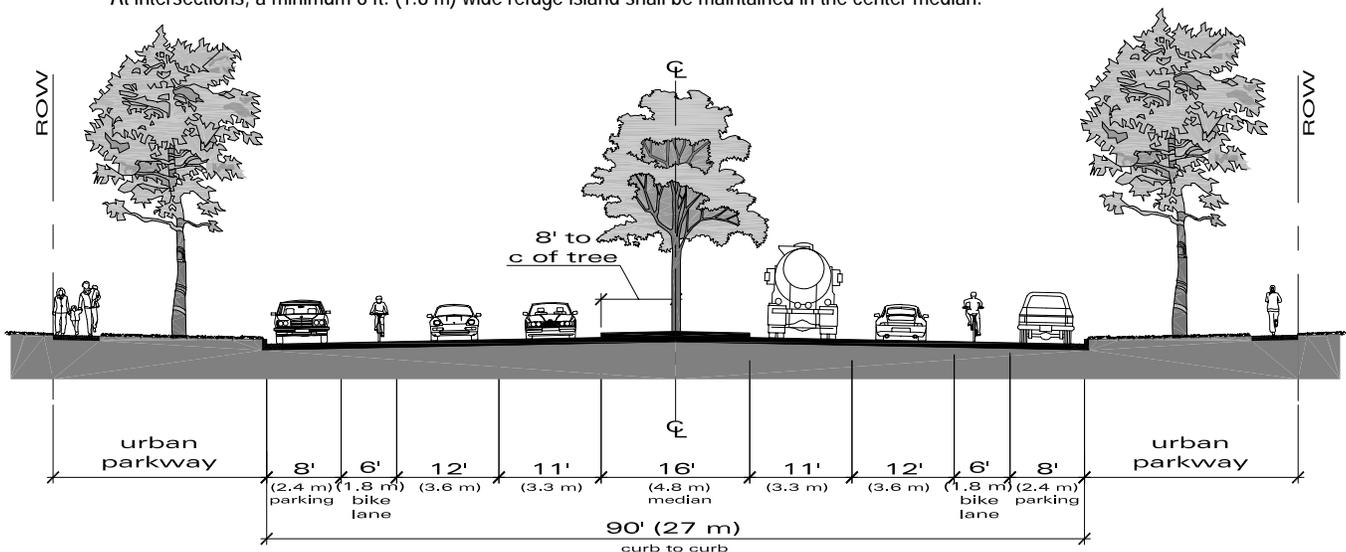
section A-A (not to scale)

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)