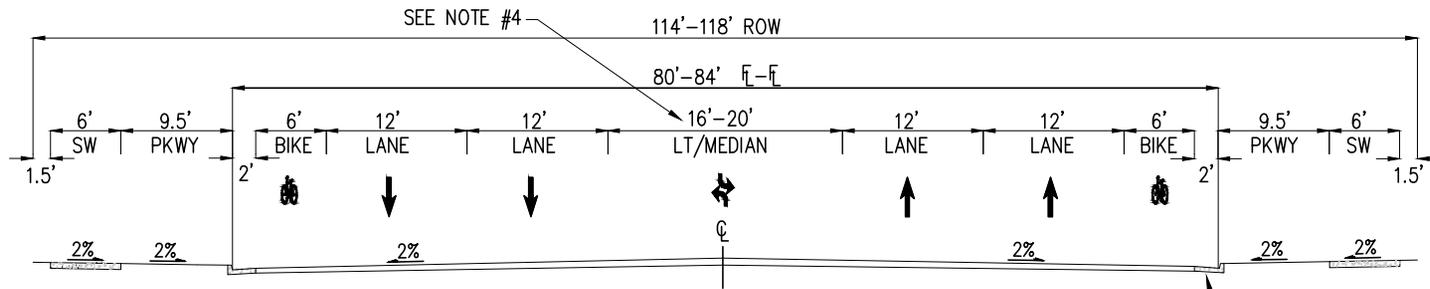


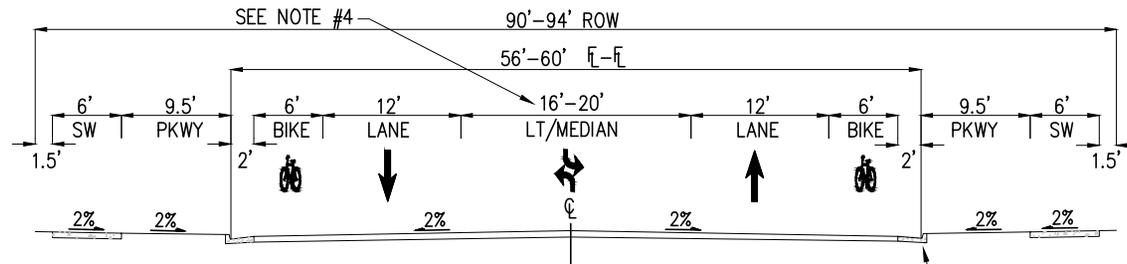
URBAN ARTERIAL STREETS



ADT 15,000 TO 30,000

**ARTERIAL MAJOR
(4 LANES)**

VERTICAL CURB &
GUTTER DETAIL (TYP.)



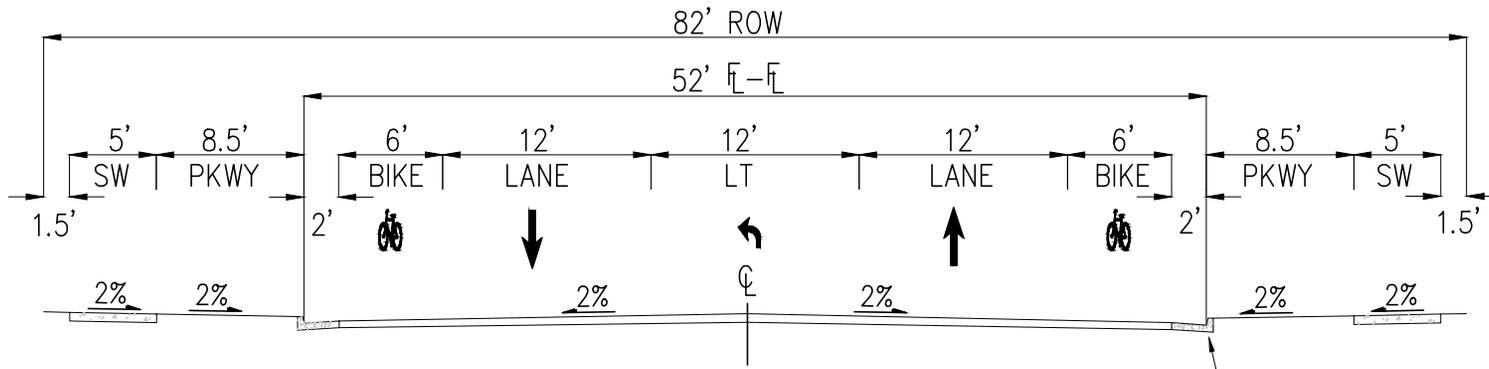
ADT 11,001 TO 15,000

**ARTERIAL MINOR
(2 LANES)**

VERTICAL CURB &
GUTTER DETAIL (TYP.)

*SEE STREET CROSS SECTION NOTES ON LAST PAGE

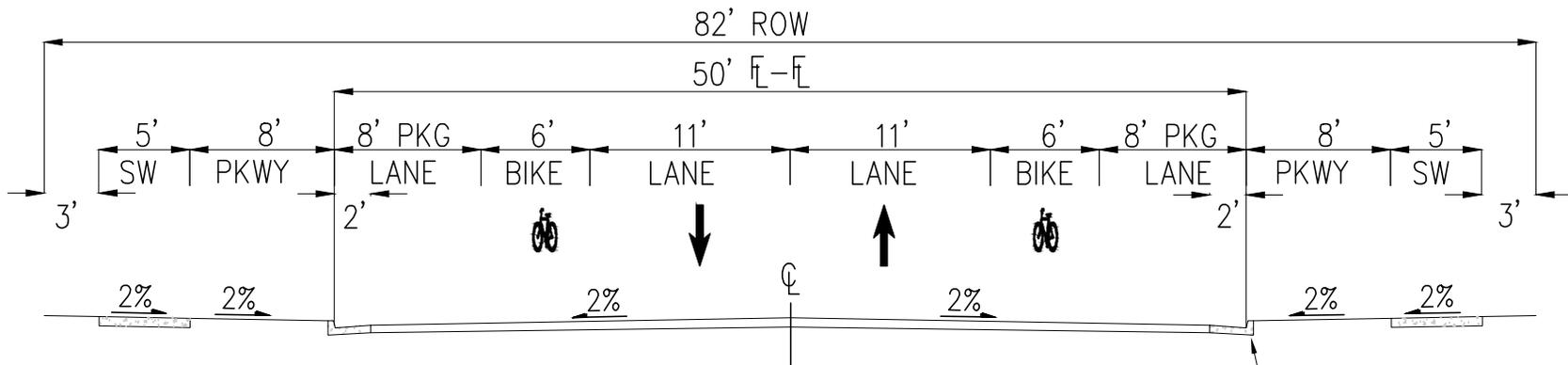
URBAN COLLECTOR STREETS



ADT 2,501 TO 11,000

MAJOR (2 LANES)

VERTICAL CURB &
GUTTER DETAIL (TYP.)



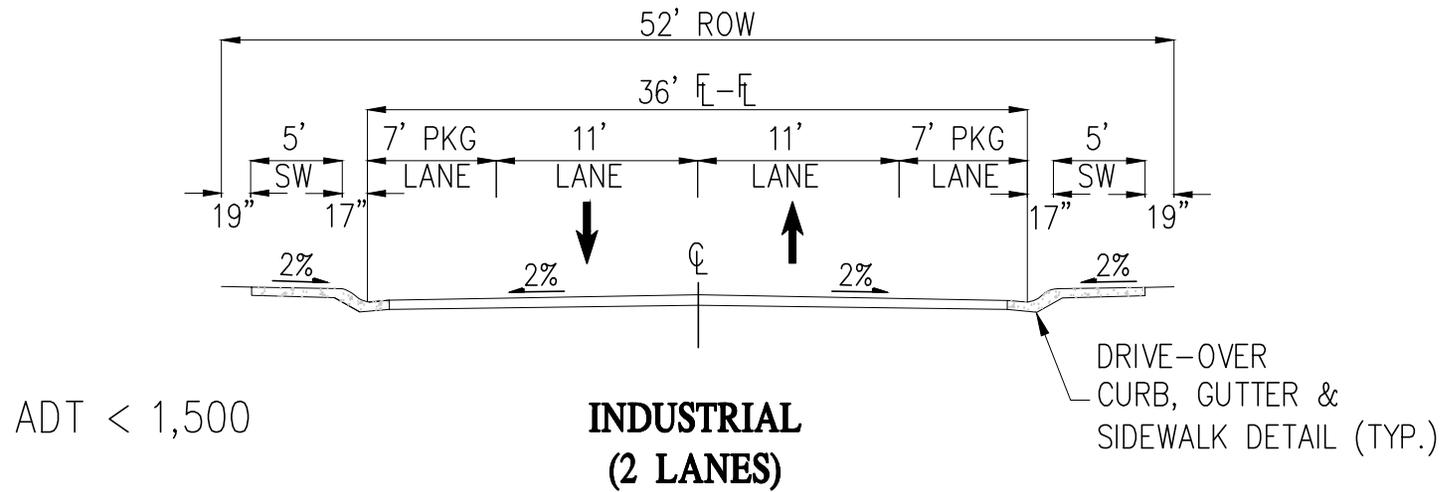
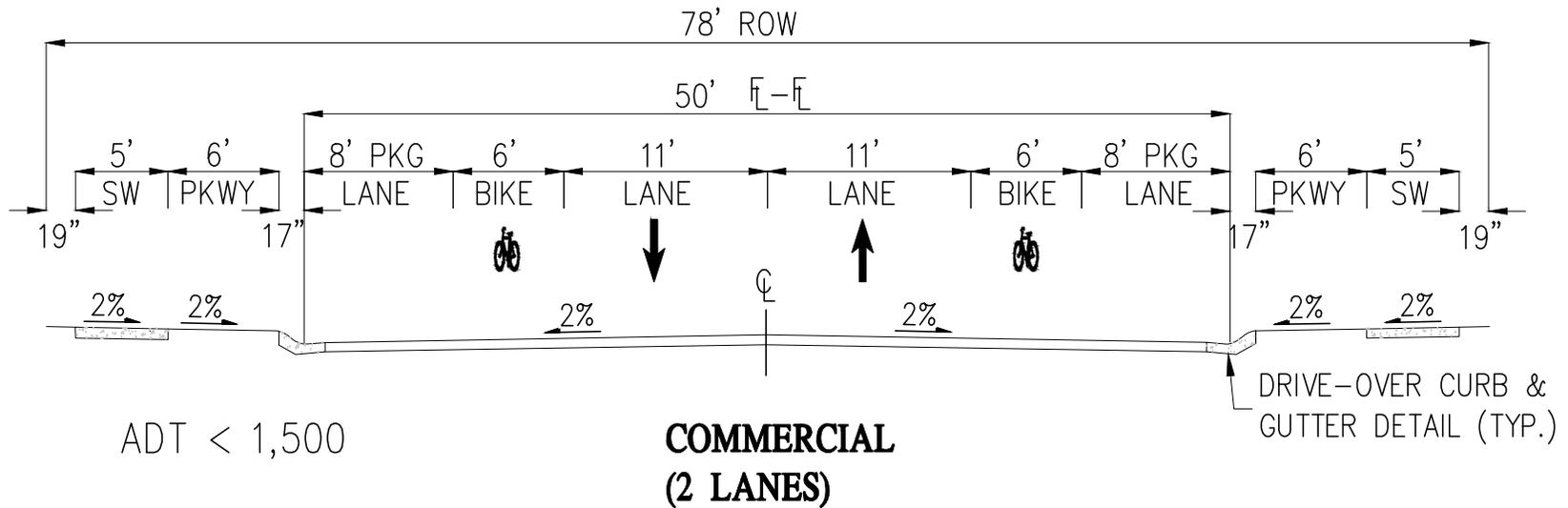
ADT 1,500 TO 2,500

MINOR (2 LANES)

VERTICAL CURB &
GUTTER DETAIL (TYP.)

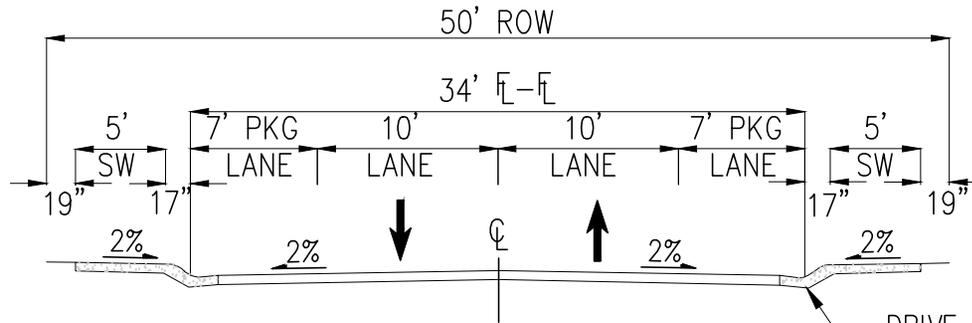
*SEE STREET CROSS SECTION NOTES ON LAST PAGE

URBAN LOCAL STREETS



*SEE STREET CROSS SECTION NOTES ON LAST PAGE

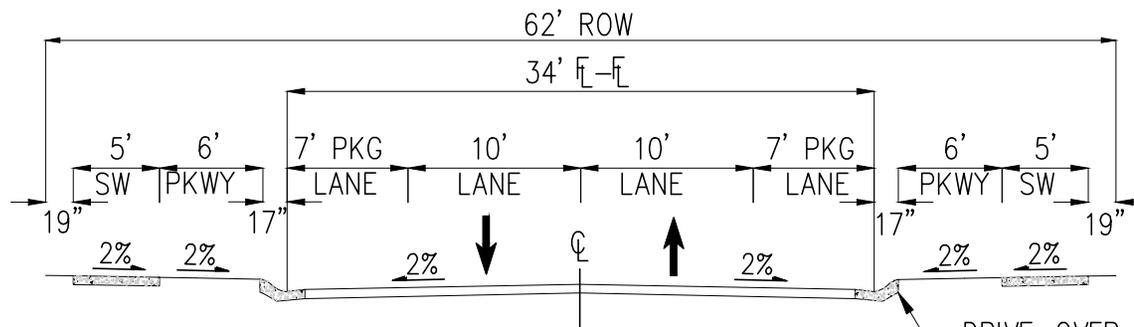
URBAN LOCAL STREETS



ADT < 1,500

**RESIDENTIAL
(2 LANES)**

DRIVE-OVER CURB,
GUTTER & SIDEWALK
DETAIL (TYP.)



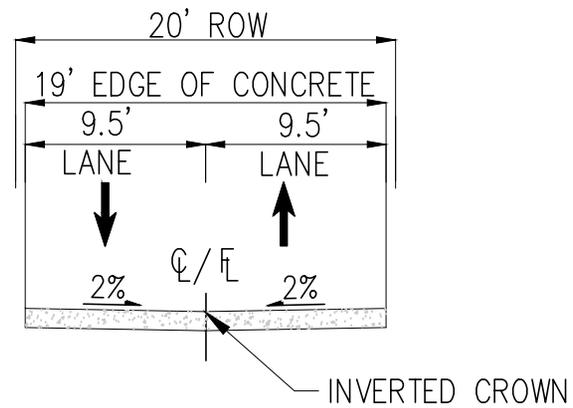
ADT < 1,500

**RESIDENTIAL PARKWAY
(2 LANES)**

DRIVE-OVER CURB &
GUTTER DETAIL (TYP.)

*SEE STREET CROSS SECTION NOTES ON LAST PAGE

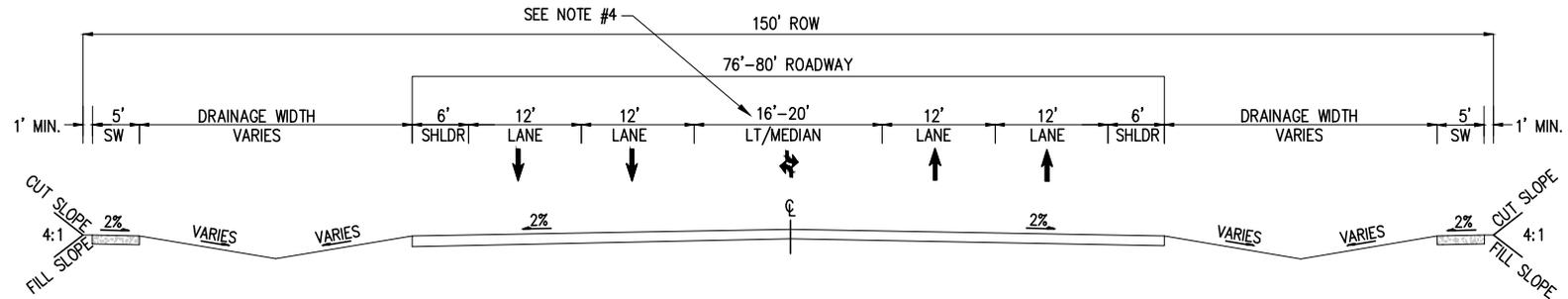
URBAN LOCAL STREETS



ADT < 200 **ALLEY**
(2 LANES)

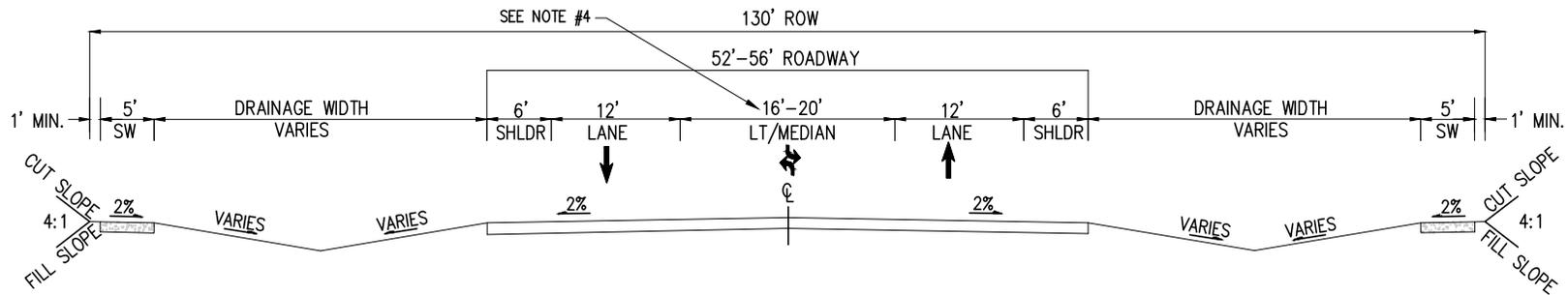
*SEE STREET CROSS SECTION NOTES ON LAST PAGE

RURAL ARTERIAL STREETS



ADT 15,001 TO 30,000

**MAJOR
(4 LANES)**

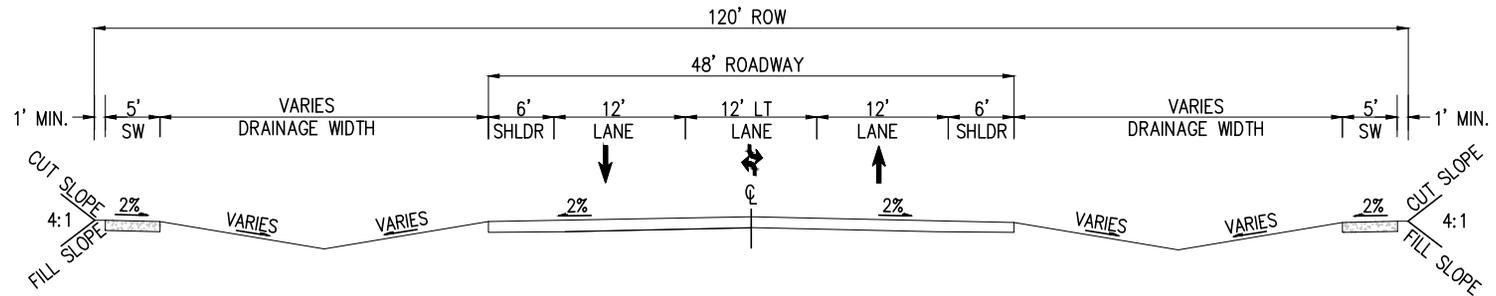


ADT 8,001 TO 15,000

**MINOR
(2 LANES)**

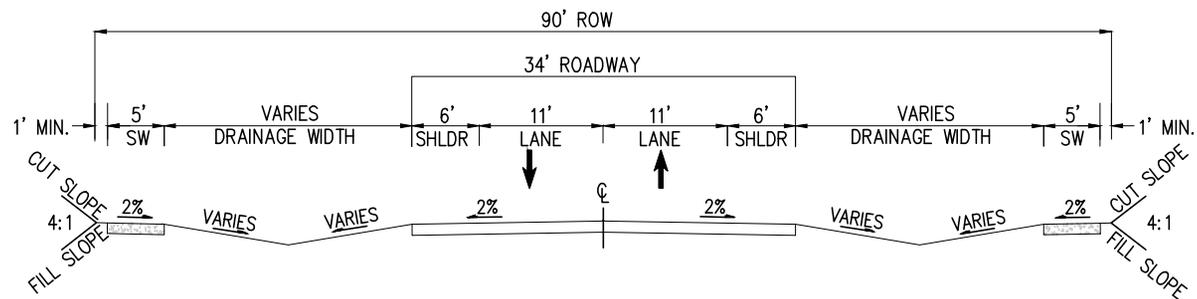
*SEE STREET CROSS SECTION NOTES ON LAST PAGE

RURAL STREETS



ADT 1,500 TO 8,000

COLLECTOR RESIDENTIAL (2 LANES)



ADT < 1,500

LOCAL RESIDENTIAL (2 LANES)

*SEE STREET CROSS SECTION NOTES ON LAST PAGE

STREET CROSS SECTION NOTES

1. USE OF THE RESIDENTIAL PARKWAY STREET SECTION IS OPTIONAL AND MAY BE USED IN PLACE OF THE STANDARD RESIDENTIAL STREET SECTION.
2. BUILD-OUT TRAFFIC PROJECTION MEANS FULL DEVELOPMENT OF THE AREA SERVING THE SUBJECT ROAD.
3. ADDITIONAL ROW MAY BE REQUIRED TO ACCOMMODATE TURN LANES OR TRAILS IDENTIFIED ON THE TRAILS MASTER PLAN. ADDITIONAL ROW REQUIRED FOR AUXILIARY LANES AT MAJOR INTERSECTIONS.
4. 16 FOOT CONTINUOUS TWO WAY LEFT TURN IS THE MINIMUM STANDARD. A 4 FOOT MEDIAN MAY BE REQUIRED TO CONTROL ACCESS. A 20 FOOT LANDSCAPED MEDIAN MAY BE REQUIRED ON DESIGNATED GATEWAY CORRIDORS.
5. PLACEMENT OF SIDEWALKS WILL BE DETERMINED AT TIME OF ROADWAY DESIGN.
6. PARKING LANE SHALL BE REPLACED WITH CURB EXTENSIONS AT INTERSECTIONS IDENTIFIED AS KEY PEDESTRIAN ROUTES (E.G. SCHOOL ROUTES, TRAIL CROSSINGS, NEAR PARKS, OR COMMERCIAL CENTERS, ETC.).
7. PARKING LANE REQUIREMENT MAY BE WAIVED WHEN NO CURRENT OR FUTURE PARKING GENERATION IS ANTICIPATED ON ADJACENT PROPERTIES (E.G. DRAINAGE OR OPEN SPACE TRACTS).
8. WHEN A RANGE IS SHOWN FOR POSTED SPEED LIMIT, THE TOWN ENGINEER SHALL DETERMINE APPROPRIATE SPEED BASED ON CONTEXT OF ROADWAY.
9. WHEN A RANGE IS SHOWN FOR DESIGN SPEED, THE TOWN ENGINEER SHALL DETERMINE APPROPRIATE SPEED BASED ON CONTEXT OF ROADWAY.
10. WHERE COLLECTOR STREETS INTERSECT WITH STREETS WITH A HIGH TRAFFIC VOLUME OR HIGH SPEEDS, LEFT TURN LANES AND ADDITIONAL ROW REQUIRED.
11. RIGHT TURN ACCELERATION/ DECELERATION LANES REQUIRED IF MEETING CRITERIA IN THESE SPECIFICATIONS, OR IF TRAFFIC IMPACT STUDY OR TOWN ENGINEER DETERMINES NEED.