

# STREET FUNCTIONAL CLASSIFICATIONS

THE CITY ENGINEER WILL PROVIDE THE CLASSIFICATION OF ALL STREETS PRIOR TO DESIGN AND CONSTRUCTION. THE CLASSIFICATIONS ARE AS FOLLOWS:

**A. ARTERIAL-PRINCIPAL**

A GENERAL TERM DENOTING A HIGHWAY PRIMARILY FOR THROUGH TRAFFIC, CARRYING HEAVY LOADS AND LARGE VOLUMES OF TRAFFIC, USUALLY ON A CONTINUOUS ROUTE. TYPICALLY HAVING TRAFFIC VOLUMES GREATER THAN 10,000 ADT.

**B. ARTERIAL-MINOR**

A GENERAL TERM DENOTING A HIGHWAY PRIMARILY FOR THROUGH TRAFFIC, CARRYING HEAVY LOADS AND LARGE VOLUMES OF TRAFFIC, USUALLY ON A CONTINUOUS ROUTE. MINOR ARTERIALS PLACE MORE EMPHASIS ON LAND ACCESS AND PROVIDE EXTRA-COMMUNITY CONTINUITY. TYPICALLY HAVING TRAFFIC VOLUMES BETWEEN 5,000 AND 10,000 ADT.

**C. INDUSTRIAL/COMMERCIAL**

A STREET DESIGNED TO CONDUCT TRAFFIC FOR INDUSTRIAL AND COMMERCIAL USES, UNLESS LARGE VOLUMES OF TRAFFIC ARE ANTICIPATED.

**D. COLLECTOR STREET**

THE COLLECTOR STREET SYSTEM PENETRATES NEIGHBORHOODS DISTRIBUTING TRIPS FROM THE ARTERIALS THROUGH THE AREA TO THE ULTIMATE DESTINATION WHICH MAY BE ON A LOCAL OR MINOR COLLECTOR STREET. CONVERSELY, THE COLLECTOR STREET ALSO COLLECTS TRAFFIC FROM LOCAL STREETS IN THE NEIGHBORHOOD AND CHANNELS IT INTO THE ARTERIAL SYSTEM OR ANOTHER COLLECTOR STREET. COLLECTOR STREETS TYPICALLY HAVE VOLUMES BETWEEN 2,000 AND 5,000 ADT.

**E. LOCAL STREET**

THE LOCAL STREET SERVES TO PROVIDE ACCESS TO ADJOINING LAND OWNERS TO HIGHER ORDER SYSTEMS. LOCAL STREETS ARE TYPICALLY CUL-DE-SACS OR SMALL CONNECTORS THAT ARE NOT INTENDED FOR THROUGH TRAFFIC USAGE. LOCAL STREETS TYPICALLY HAVE VOLUMES OF LESS THAN 1,000 ADT.

**LOCAL STREET NOTES:**

THERE ARE 3 LEVELS OF LOCAL STREETS:

- 1.) IN SUBDIVISION, WITH MINIMUM SETBACKS AND SHORT DRIVES REQUIRING 60' RIGHT-OF-WAY, 36' PAVEMENT FOR PARKING
- 2.) IN NON-SUBDIVISIONS WITH LARGER LOTS AND LONGER DRIVEWAYS REQUIRING 50' RIGHT-OF-WAY, 24' OR 30' PAVEMENT AND NO ON-STREET PARKING.
- 3.) TYPICALLY CUL-DE-SACS, 50' RIGHT-OF-WAY, 24' OR 30' PAVEMENT AND NO ON-STREET PARKING.

| DESIRED MINIMUM STANDARDS              |                    |                   |
|--|--------------------|-------------------|
| STREET FUNCTIONAL CLASSIFICATION       | RIGHT-OF-WAY WIDTH | BACK-TO-BACK CURB |
|  | (L.F.)             | (L.F.)            |
| THOROUGHFARE-MAIN                      | 100*               | 64*               |
| THOROUGHFARE-SECONDARY                 | 80*                | 52*               |
| INDUSTRIAL/COMMERCIAL                  | 60                 | 41                |
| COLLECTOR STREET                       | 60                 | 36                |
| LOCAL STREET - WITH PARKING**          | 60                 | 36                |
| LOCAL STREET - NO PARKING              | 50                 | 24 OR 30          |
| LOCAL STREET - CUL-DE-SAC - NO PARKING | 50                 | 24 OR 30          |

\* SEE DESIGN CRITERIA  
 \*\* STANDARD STREET REQUIREMENT



## STREET CLASSIFICATIONS AND RECOMMENDED STANDARD STREET DIMENSIONS

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