Table 16.35.130(b) Right-of-Way Classifications

|  | Freeway (Eight Lanes) | Expressway <br> (Six Lanes) | Highway <br> (SR-73) | Parkway (four Lanes) | Major <br> Arterial <br> (Seven <br> Lanes) | Major <br> Arterial <br> (Five <br> Lanes) | Minor Arterial (Five Lanes) | Major Collector (Three Lanes) | Minor <br> Collector <br> (Two <br> Lanes) | Local <br> Street | Rural <br> Streets | Alleys |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right-of-Way | 300 | 174 | 162 | 206 | 176 | 152 | 122 | 94 | 77 | 53 | 50 | 20 |
| Cross Slope | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 3\% | 3\% | 3\% |
| Minimum Street Grade | 0.5\% | 0.5\% | 0.5\% | 0.5\% | 0.5\% | 0.5\% | 0.5\% | 0.5\% | 0.5\% | 0.5\% | 1.0\% | 0.5\% |
| Maximum Street Grade | 8\% | 8\% | 8\% | 8\% | 8\% | 10\% | 10\% | 10\% | 10\% | 12\% | 12\% | 10\% |
| Curb and Gutter Width (inches) | N/A | N/A | N/A | N/A | 30 | 30 | 30 | 30 | 30 | 30 | 30 or <br> swale | 30 |
| Swale Width (feet) | N/A | N/A | 16 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | $\begin{aligned} & \hline 7.5 \text { or } \\ & \text { Curb } \end{aligned}$ | N/A |
| Turn Pocket Width | N/A | N/A | 12 | 12 | 12 | 12 | 10 | 10 | 0 | 0 | 0 | 0 |
| Acceleration/Deceleration Lane | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 0 | 0 | 0 | 0 | 0 |
| Median Width | 30 | 18 | 26 | 20 | 15 | 15 | 13 | 13 | 0 | 0 | 0 | 0 |
| Planter Strip Width | 60 | 30 | 12 (one side only) | 45 | 30 | 30 | 20 | 18 | 8 | 5 | 5 (if no swale) | 0 |
| Curb | N/A | N/A | N/A | N/A | High back | High back | High back | High back | High back | High back | Mod curb | Mod <br> Curb |
| Sidewalk Width/Multiuse Path | N/A | N/A | ```8(in planter, one side only)``` | N/A | 8 <br> (included <br> in <br> planter) | 8 <br> (included <br> in <br> planter) | 8 (included in planter) | 8 (included in planter) | 8 | 5 | 8 (one <br> side <br> only) | 0 |
| Minimum distance between intersections (feet) | 1 Mile | 1 Mile | $\begin{gathered} 1,000 '(600 ' \\ \text { for right } \\ \text { turn only) } \end{gathered}$ | 1,500' | 1320' | 1,320' | 300' | 250' | 200' | 200' | $125 '$ | N/A |
| Minimum Horizontal Curve Centerline Radius |  |  |  | 600 | 550 | 550 | 250-350 | 250-350 | 150 | 125 | 200 | 45 Inside |
| Number of Emergency Lanes | 4 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 0 | 1 |
| Emergency/Parking Lane Width | 12 | 12 | 10 | 12 | 12 | 12 | 8 | 8 | 8 | 8 | 0 | 4 |
| Number of Lanes | 8 | 6 | 6 | 4 | 8 | 4 | 4 | 2 | 2 | 2 | 2 | 1 |
| Lane Width | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 13.5 | 11 |
| Signed Speed (MPH) | 65-75 | 55-65 | 55 | Up to 65 | 55 | 55 | 45 | 35 | 35 | 25 | 25 | N/A |
| Parking | N/A | N/A | N/A | N/A | Not allowed | Not allowed | Allowed except within 20' of intersection | Allowed except within 20 of Intersection | Allowed | Allowed | Allowed | Allowed |
| Average Daily Traffic |  |  |  | N/A | N/A | N/A | 8,000 | 4,000 | $\begin{aligned} & \text { Up to } \\ & 3,000 \end{aligned}$ | N/A | N/A | N/A |
| Driveway Distance from Intersection (feet) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 50 | 50 | N/A |
| Width at intersection/Exit Ramps | 500 | 300 |  |  |  |  |  |  |  |  |  |  |
| Distance of Increassed Width from Intersections | 2,000 | 2,000 |  |  |  |  |  |  |  |  |  |  |






