

## STREET FUNCTIONAL CLASSIFICATIONS

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

### A. THOROUGHFARE-MAIN

THE THOROUGHFARE-MAIN SYSTEM SHOULD SERVE THE MAJOR AREAS, THE HIGHEST TRAFFIC VOLUME CORRIDORS, AND THE LONGEST TRIPS. THE SYSTEM SHOULD CARRY A HIGH PROPORTION OF THE TOTAL URBAN AREA TRAVEL ON A MINIMUM OF MILEAGE. TYPICALLY HAVING TRAFFIC VOLUMES GREATER THAN 10,000 ADT.

### B. THOROUGHFARE-SECONDARY

THE THOROUGHFARE-SECONDARY SYSTEM CONTAINS FACILITIES THAT PLACE MORE EMPHASIS ON LAND ACCESS THAN THE THOROUGHFARE-MAIN SYSTEM AND OFFERS A LOWER LEVEL OF TRAFFIC MOBILITY. SUCH FACILITIES PROVIDE INTRA-COMMUNITY CONTINUITY, BUT IDEALLY SHOULD NOT PENETRATE IDENTIFIABLE NEIGHBORHOODS. 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 THOROUGHFARE THROUGH THE AREA TO THE ULTIMATE DESTINATION WHICH MAY BE ON A LOCAL OR 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. RESIDENTIAL STREET

THE RESIDENTIAL STREET IS COMPOSED OF FACILITIES THAT COLLECT TRAFFIC FROM LOCAL STREETS AND EMPTY INTO HIGHER LEVEL COLLECTOR STREETS. RESIDENTIAL STREETS TYPICALLY HAVE VOLUMES BETWEEN 1,000 AND 3,000 ADT.

### F. 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.

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
RESIDENTIAL STREET	60	36
RESIDENTIAL STREET - NO PARKING	45	24
LOCAL STREET	50	30
LOCAL STREET - NO PARKING	50	24

\* SEE DESIGN CRITERIA



CITY OF  
SIDNEY

## STREET CLASSIFICATIONS AND RECOMMENDED STANDARD STREET DIMENSIONS

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