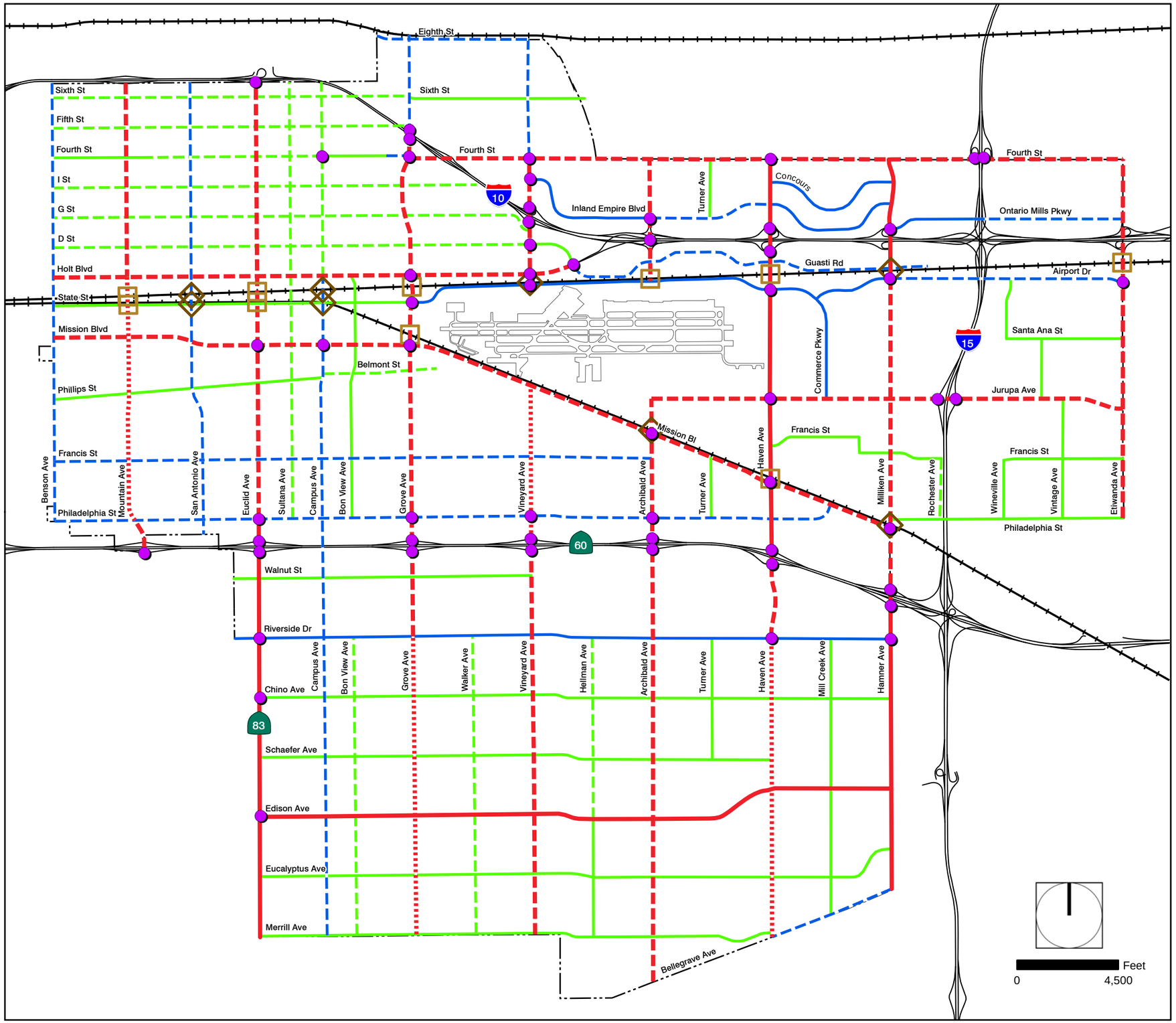
Figure M-2
Functional Roadway Classification Plan



Freeways

Railroads

Other Principal Arterial

- 8 Lanes
- 6 Lanes
- 4 Lanes

Minor Arterial

- 6 Lanes
- 4 Lanes

Collector Street

- 4 Lanes
- 2 Lanes

Grade-Separated Rail Crossings

Future Grade-Separated Rail Crossings

Enhanced Intersections

1) All streets not shown on the map and legend are classified as local streets.
2) Enhanced Intersections allow flexibility from the standard intersection configuration to increase capacity, improve operation, and respond to local conditions. Enhancements may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width. Detailed engineering studies are necessary to identify the most effective types of improvements.
3) The Functional Roadway Classification Plan depicts the maximum number of lanes and does not preclude the use of fewer lanes. The goal is to use the minimum number of lanes necessary to achieve the LOS standard while minimizing pavement and right-of-way width. Detailed traffic studies are necessary to identify the necessary number of lanes.
4) The Functional Roadway Classification Plan is a generalized representation of the roadway system. See the Master Plan of Streets and Highways to determine the exact right-of-way, number of lanes, and roadway configuration.
5) State Street and Holt Boulevard, which are parallel roadways, are related and improvements to one roadway enhance conditions on the other. Due to this fact and physical constraints, the actual classification of each roadway may vary depending upon the results of further, more detailed analysis.

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