

**GENERAL NOTES**

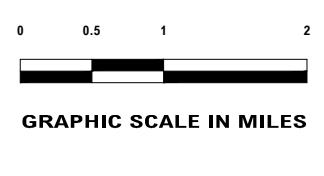
- NOTE 1: See the lower left portion of this map for the design and dimensions of major arterial, arterial collector, and minor collector streets. If frontage roads are constructed, additional right of way is required. Local streets shall have a minimum right-of-way width of 50 feet except as required in commercial and industrial areas.
- NOTE 2: Where right-of-way of a major or collector street changes at an intersection, the wider right-of-way width shall extend approximately 200 feet past the intersection and then taper as determined by the Street Transportation Director.
- NOTE 3: In undeveloped areas, collector streets will normally be designated during subdivision and/or development review.
- NOTE 4: As development or redevelopment occurs on streets in the vicinity of existing or future freeway interchanges, the need for additional right-of-way for interchange ramps will be determined.
- NOTE 5: Village Corridor areas are areas of existing and projected intense development which will require careful review to determine additional right-of-way requirements not shown on this map.
- NOTE 6: Right-of-way in addition to that shown on this map may be required to accommodate through and turning lanes at intersections and other locations where traffic demand dictates, as determined by the Street Transportation Director. For freeways at major intersections (designated by colored ovals), see street cross section legends.
- NOTE 7: Right-of-way, in addition to that shown on this map, may be required for transit related purposes, as determined by the Street Transportation Director. These purposes may include passenger shelters, benches, and waiting areas. See the Minimum Right-of-Way Map for Bus Bay requirements.
- NOTE 8: All Baseline Road and Jomax Road cross street offsets are to be eliminated. Refer to Geometric drawings.
- NOTE 9: Land uses shown on map are only for street design purposes only.
- NOTE 10: The Street Classification Map combines information formerly contained on the Minimum Right-of-Way Standards Map. The independent Minimum Right-of-Way Standards Map is superseded by this map.

**FUNCTIONAL STREET CLASSIFICATION DEFINITIONS**

1. **FREEWAY, or EXPRESSWAY**, provides for the expeditious movement of large volumes of through traffic between areas and/or across, around, or through the City or urban area. A freeway or an expressway is a divided roadway with control of access, and is not intended to provide access to abutting land. A freeway will have full access control and complete separation of conflicting traffic flows while an expressway may have partial access control and may have some at-grade intersections. In urban areas freeways and expressways will normally comprise a system or network of limited-access, high-capacity roadways.
2. **MAJOR ARTERIAL STREET**, provides for long distance traffic movement within Phoenix and between Phoenix and other cities. Service to abutting land is limited. Access is controlled through frontage roads, raised medians, and the spacing and location of driveways and intersections. Opposing traffic flows are often separated by a raised median.
3. **ARTERIAL STREET**, provides for moderately long distance traffic movement within Phoenix or between Phoenix and adjacent cities. Moderate service is provided to abutting land. Access is controlled through frontage roads, raised medians, and the spacing and location of driveways and intersections. Opposing traffic flows are separated by a raised median or a continuous left turn lane.
4. **COLLECTOR STREET**, provides for short distance (less than 3 miles) traffic movement; primary functions to collect and distribute traffic between local streets and arterial streets. Provides direct access to abutting land. Some access may be controlled by raised medians and the spacing and location of intersections and driveways.
5. **MINOR COLLECTOR STREET**, provides for short distance (less than 3 miles) traffic movement; primary functions to collect and distribute traffic between local streets and arterial streets. Provides direct access to abutting land. Some access may be controlled by the spacing and location of intersections.
6. **LOCAL STREET**, provides for direct access to residential, commercial, industrial, or other abutting land, and for local traffic movements and connects to collector and/or major streets.

**STREET CLASSIFICATION MAP**  
City of Phoenix, Arizona

RESOLUTION #	DATE	RESOLUTION #	DATE
18980	APRIL 6, 1994	20160	OCTOBER 13, 2004
19047	FEBRUARY 18, 1998	20303	OCTOBER 12, 2005
19219	FEBRUARY 10, 1999	20472	March 7, 2007
19506	AUGUST 30, 2000	20569	October 17, 2007
19623	MAY 2, 2001	20882	January 20, 2010
19836	JULY 3, 2002		
19895	JANUARY 8, 2003		
20037	JANUARY 7, 2004		



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**STREET CROSS SECTION LEGEND**

CROSS SECTION	CLASSIFICATION	TYPE OF INTERSECTION	AREA OF USE	MEDIAN
A	104140	X	PLANE ONE	Yes
B	104150	X	PLANE TWO	Yes
C	104160	X	PLANE THREE	Yes
D	104170	X	PLANE FOUR	Yes
E	104180	X	PLANE FIVE	No
F	4000	X	PLANE SIX	No

**"X" CROSS SECTIONS**  
Most "X" cross sections were built prior to 1992

X-A	Existing Special Section	Typically denotes an existing roadway built to a modified section. The roadway may be offset, have a non-circular right of way or need additional right of way or easement to provide for an offset sidewalk.
X-B	Existing Special Section	Typically denotes an existing roadway built to a modified section. The roadway may be offset, have a wider median to allow for future lanes, may not have a median island, may need additional right of way or easement to provide for an offset sidewalk.
X-C	Existing Special Section	Typically denotes an existing "T" roadway. Additional right of way or easement may be required to provide an offset sidewalk or the roadway may be painted to provide additional travel lanes without providing a bike lane.
X-DM	Existing Special Section	Typically denotes an existing roadway built to a modified CM section. The roadway may be offset, have a wider median to allow for future lanes or have different right of way.
X-D	Existing Special Section	Existing roadway Modified to provide the roadway width of a D section (84' total roadway width) and the right of way of a C section (110' right of way)
X-E	Existing Special Section	Typically denotes an existing "E" roadway. Additional right of way or easement may be required to provide an offset sidewalk or the roadway may be painted to provide additional travel lanes without providing a bike lane.
X-F	Existing Special Section	Typically denotes an existing "F" roadway. Additional right of way or easement may be required to provide an offset sidewalk.
X-LRT	Existing Special Section	Existing roadway modified to accommodate LRT improvements

**"Z" CROSS SECTIONS**  
Future or incomplete arterial streets with modified cross sections

Z-A	Proposed Special Section	Typically denotes an A section (104' total roadway width) that may be offset or have additional right of way width
Z-B	Proposed Special Section	Typically denotes a B section (94' total roadway width) with or without 14' median islands, has a wider median allowing for future lanes, is offset or may have additional right of way width
Z-C	Proposed Special Section	Typically denotes a C section (74' total roadway width) that may be offset or provide additional travel lanes without providing an on-street bike lane
Z-DM	Proposed Special Section	Typically denotes a CM section (74' total roadway width) that may be offset or may have a wider median allowing for future lanes
Z-D	Proposed Special Section	Proposed roadway Modified to provide the roadway width of a D section (84' total roadway width) and the right of way of a C section (110' right of way)
Z-E	Proposed Special Section	Typically denotes an E section (94' total roadway width) that may be offset or require additional right of way
Z-F	Proposed Special Section	Typically denotes an F section (50' to 60' total roadway width) that may be offset or has different right of way from the standard cross section
Z-LRT	Proposed Special Section	Proposed roadway modified to accommodate LRT improvements

See Recreational Trails Map. If a trail is required, add ten feet to above right of ways.  
See Transit Minimum Right of Way Standards Map for Bus Bay locations.  
All Collector and Minor Collector Streets are Cross Section "X" unless noted.

**MAP LEGEND**

	EXISTING FREEWAY		CITY LIMITS
	FREEWAY UNDER CONSTRUCTION		CROSS SECTION
	FUTURE FREEWAY INTERCHANGE		MARICOPA COUNTY
	FUTURE FREEWAY		SONORAN DESERT PRESERVE (PROPOSED)
	FUTURE FREEWAY FRONTAGE ROAD		CAVE BUTTES RECREATION AREA
	FUTURE LIGHT RAIL TRANSIT		

**LAND USE LEGEND**

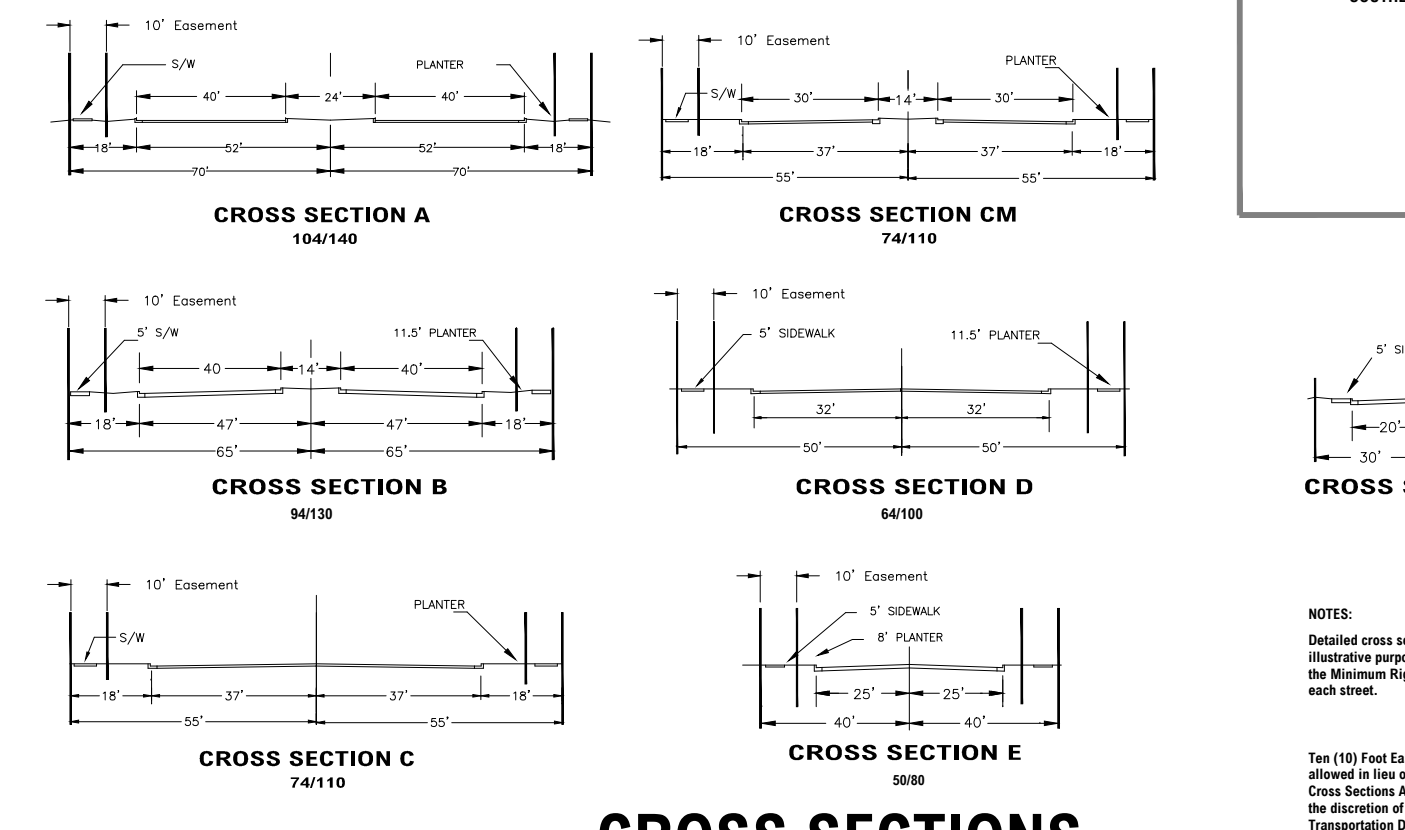
	URBAN CORE		INTERSECTION		MIDBLOCK
	SUBURBAN CORE		IL		IF
	INDUSTRIAL PARK		IFL		CL
	INDUSTRIAL FREE ACCESS		CF		MF-ML
	COMMERCIAL LIMITED ACCESS		RF		RL
	COMMERCIAL FREE ACCESS		RFL		O
	HIGH DENSITY RESIDENTIAL		D		
	LOW DENSITY RESIDENTIAL LIMITED ACCESS				
	LOW DENSITY RESIDENTIAL FREE ACCESS				
	OPEN SPACE				
	DEVELOPED RECREATIONAL				

**STREET CLASSIFICATION LEGEND**

	SCENIC DRIVE		MAJOR ARTERIAL
	STREET		ARTERIAL
	COLLECTOR		MINOR COLLECTOR

**SUPPLEMENTAL LEGEND FOR AREA NORTH OF CAREFREE HIGHWAY:**

	MCDOT RURAL PRINCIPAL ARTERIAL (3-1-3 ON 150 FEET ROW)
	MCDOT RURAL MINOR ARTERIAL (2-1-2 ON 130 FEET ROW)
	MCDOT RURAL MAJOR COLLECTOR (1-1-1 ON 80 FEET ROW)
	MCDOT RURAL MINOR COLLECTOR (1-0-1 ON 60 FEET ROW)



**CROSS SECTIONS**

Notes: Detailed cross sections are shown for illustrative purposes and do not constitute the Minimum Right of Way Standard for each street.

Ten (10) Foot Easements may be allowed in the Right-of-Way on Cross Sections A, B, C, D, E, and F, at the discretion of the Street Transportation Department or Development Services Department.