

Table 1
 Princeton
 ROADWAY DESIGN STANDARDS

<u>Classification</u>	<u>Traffic Lanes</u> ⁽¹⁾	<u>Shoulder/ Parking</u> ⁽²⁾	<u>Total Pavement</u>	<u>Total R.O.W.</u>
Primary Arterial ⁽³⁾	2 @ 12'	*(4)	24'+ ⁽⁴⁾	66'
Secondary Arterial	2 @ 12'	2 @ 7'	38'	60'
Secondary Arterial, Cons ⁽⁵⁾	2 @ 12'	2 @ 3'	30' ⁽⁶⁾	50'
Major Collector	2 @ 12'	2 @ 3'	30'	50'
Major Collector, Cons	2 @ 12'	12 @ 0' - Uncurbed 2 @ 1' - Curbed	24' ⁽⁶⁾ 26'	50'
Minor Collector	2 @ 12'	2 @ 0' - Uncurbed ⁽⁷⁾ 2 @ 1' - Curbed	24' 26'	50'
Local Street	2 @ 12'	2 @ 0' ^(7,8)	24'	50'

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- (1) Additional lanes or shoulders may be needed at intersections to facilitate turning movements.
 - (2) Existing streets shall be curbed only when gradient exceeds 3½%, or where there is a sidewalk/multi-use path (existing or proposed) or in an "In-Town" location; otherwise 4' minimum gross shoulder shall be provided.
 - (3) In Princeton all Primary Arterials are constrained by intense abutting development, the presence of historic or cultural resources, environmental sensitivity, or other factors limiting street width.
 - (4) Shoulder width shall be minimized and shall reflect the historic character and environmental sensitivity of surrounding lands.
 - (5) Constraints reflect intense abutting development, the presence of historic or cultural resources, environmental sensitivity, or other factors limiting street width.
 - (6) Minor width adjustments may be needed to accommodate existing field conditions.
 - (7) Shoulder width and total width shall vary according to the need for on-street parking; gravel or reinforced grass is encouraged instead of pavement.
 - (8) All new local streets shall be curbed with laid-back Belgian block curbing.