

CITY OF BREMERTON

ROADWAY STANDARDS

DESIGN ELEMENTS	ROADWAY CLASSIFICATIONS								
	SHORT PLAY AND SHORT SUBDIVISION SHARED DRIVEWAY ACCESS 2 < LOTS < 8 UNITS	LOCAL ACCESS TWO WAY	LOCAL ACCESS ONE WAY	SUB-COLLECTOR TWO WAY	SUB-COLLECTOR ONE WAY	COLLECTOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL	COMMERCIAL INDUSTRIAL
ULTIMATE AVERAGE DAILY TRAFFIC (ADT) OR DESIGN HOURLY VOLUME (DHV) (1)	(2)	<400 ADT	<400 ADT	<1000 ADT	<1000 ADT	<200 DHV	>200 DHV	>400 DHV	N.A.
SIDEWALKS	NOT REQ'D	2 SIDES	2 SIDES	2 SIDES	2 SIDES	2 SIDES	2 SIDES	2 SIDES	2 SIDES
ON-STREET PARKING REQ'D (3)	NOT ALLOWED	1 SIDE	1 SIDE	2 SIDES	2 SIDES	2 SIDES	NOT REQ'D	NOT REQ'D	NOT REQ'D
MINIMUM LANE WIDTHS	2-8' LANES	2-10' LANES	1-13' LANE (4)	2-12' LANES	1-13' LANE (4)	2-12' LANES	2-12' OUTSIDE LANES 2-11' INSIDE LANES	2-12' OUTSIDE LANES 2-11' INSIDE LANES	2-15' LANES
PLANTER FT WITHIN R.O.W.	—	4'	4'	5'	5'	5'	5'	5'	5'
MINIMUM TURNING RADIUS, FT	25'	25'	25'	25'	25'	25'	25'	40'	60'
RIGHT TURN POCKETS @ INTERSECTIONS (5)	—	—	—	—	—	100'	100'	120'	120'
LEFT TURN POCKETS @ INTERSECTIONS (6)	—	—	—	—	—	100'	100'	120'	120'
STANDARD PLAN / STRUCTURAL SECT.	3003	3004	3004	3006	3006	3006	3007	3007	3008
MAX ALLOWABLE GRADE %	15% (5)	12%	12%	12%	12%	10%	9%	8%	10%
CURB AND GUTTER	NOT REQ'D	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES
UTILITY EASEMENT REQUIRED BEYOND BACK OF SIDEWALK	7.5' ONE SIDE	5' EACH SIDE	5' EACH SIDE	5' EACH SIDE	5' EACH SIDE	NOT REQ'D	NOT REQ'D	NOT REQ'D	NOT REQ'D
BIKE LANE (8)		5' EACH SIDE	5' ONE SIDE	5' EACH SIDE	5' ONE SIDE	5' EACH SIDE	5' EACH SIDE	5' EACH SIDE	5' EACH SIDE

NOTES

- (1) ULTIMATE ADT = $ADT(\# \text{ UNITS}) + \frac{ADT(\text{OFFSITE AREA})}{(\text{MAX ALLOWABLE DENSITY BY ZONE})}$
MULTI FAMILY = 8 ADT/UNIT
SINGLE FAMILY RESIDENTIAL = 10 ADT/UNIT
- (2) SHARED DRIVEWAY SHALL SERVE A MAXIMUM OF NINE (9) DWELLING UNITS AND WILL BE DESIGNATED AS PRIVATE STREETS.
- (3) THE ON STREET PARKING REQUIREMENT MAY BE WAIVED IF THE MINIMUM OFF STREET PARKING REQUIREMENTS IN THE ZONING ORDINANCE ARE EXCEEDED. PARKING LANES SHALL BE 8' FEET WIDE MINIMUM.
- (4) MAXIMUM LENGTH OF NEW ONE WAY STREETS IS 500 FEET. TRAFFIC CIRCULATION MUST BE APPROVED BY THE CITY ENGINEER.
- (5) MAXIMUM LENGTH OF STREET AT 15% GRADE IS 150 FEET UNLESS BUILDING SPRINKLERS ARE PROVIDED. (PER FIRE DEPARTMENT REQUIREMENTS)
- (6) MAXIMUM LENGTH OF A DEAD END STREET IS 500 FEET UNLESS BUILDING SPRINKLERS ARE PROVIDED. (PER FIRE DEPARTMENT REQUIREMENTS)
- (7) REQUIRED ON DESIGNATED BIKE ROUTES AND AT THE DISCRETION OF THE CITY ENGINEER ON ALL OTHER STREETS.
- (8) PROVIDE A TAPER AT ENTRANCE TO POCKET IN ADDITION TO POCKET LENGTH AT INTERSECTIONS WITH OTHER SIMILARLY CLASSIFIED OR HIGHER CLASSIFIED STREETS ONLY.

 City of Bremerton PUBLIC WORKS ENGINEERING DIVISION	FUNCTIONAL ROADWAY CLASSIFICATION	3001
	Alteration of this drawing is prohibited. Any approval of an altered drawing is unauthorized and void.	Revision Date 8/15/08