

## 2003 TNR APPENDIX P-3: DESIGN STANDARD ASSUMPTIONS USED FOR MAJOR PROJECTS

Snohomish County Public Works uses the most recently adopted *Engineering Design and Development Standards* (EDDS) to guide the construction of transportation-related facilities. The EDDS do not address all situations and conditions, and deviations from its standards are required for some specific projects. However, for the TNR, the basic EDDS standards are assumed in conducting planning-level analysis and making planning-level cost estimates. In particular, the Road Standards for Arterials, Drawing # 3-030B, establishes the design standard assumptions for right-of-way widths and lane widths used for major projects in the TNR.

### ***Lane Width Standards***

The design standard used in the TNR for rural arterials is twelve-foot lanes with eight-foot shoulders on each side. This assumes that traffic volumes exceed 2,000 vehicles per day. For urban arterials, interior travel lanes on collector and minor arterials are assumed to be eleven feet wide. Outside lanes on arterials without bike lanes are assumed to be fourteen feet wide. Turn lanes and all other lanes are assumed to be twelve feet wide. For urban arterials, it is assumed that there will be a five foot wide planter strip. Five foot bicycle lanes on each side are assumed for projects located on Bicycle Plan Map adopted as part of the Transportation Element. It is assumed that no on-street parking will be provided or allowed on arterials.

### ***Right-Of-Way Width Standards***

The right-of-way and paved width standards are shown below by function class and number of lanes.

Arterial Class	Number of Vehicle Lanes	Right of Way Width in Feet
rural minor collector	2	70
rural major collector	2	80
rural major collector	4	100
urban collector	2	70
urban collector	3	70
urban collector	4	80
urban collector	5	92
urban minor	2	80
urban minor	3	80
urban minor	4	80
urban minor	5	92
urban principal	4	100
urban principal	5	100
urban principal	6	106
urban principal	7	118