

Roadway Classifications and Template Criteria

The information provided in the table below is summarized from the Jefferson County Transportation Design and Construction Manual: <https://www.jeffco.us/DocumentCenter/Home/View/1906>, adopted November 24, 2015. Please reference the Manual for more details.

Roadway Classification	Number of Lanes	Type of Movement	Access	Opposing Movements	Average Daily Traffic (ADT) Range	Design Speed (MPH)	Bicycle Accommodations	Pedestrian Accommodations
Freeway	All areas: 4 to 6, plus frontage roads if warranted.	Owned and maintained by the Colorado Department of Transportation (CDOT). Major regional traffic movements. Carries the highest traffic volume of all classifications.	Movement of traffic takes precedence over access. Access is fully controlled and is allowed only to other freeways or arterials by grade separated interchanges.	Separated by a raised, depressed, or painted median	Varies	Special Design Required	Bicycle traffic is usually physically separated from the travel lanes.	Bicycle traffic is physically separated from the travel lanes.
Parkway	Plains: 4 to 6, plus turn lanes if warranted Mountains: 4, plus turn lanes if warranted	Major regional traffic	Access is fully controlled and allowed only to freeways and arterials. Grade separation at major intersections is preferred over traffic signals	Separated by a raised, depressed, or painted median	Greater than 25,000	50	Plains: multiuse paths, sidewalks, bike lanes Mountains: shoulders, multiuse paths	Plains: multiuse paths, sidewalks Mountains: multiuse paths, trails
Principal Arterial	Plains: 6, plus turn lanes if warranted Mountains: 4, plus turn lanes if warranted	Major regional traffic	Movement of traffic takes precedence over access. Access only to arterials and higher class facilities is preferred, but some limited access to major developments may be allowed.	Usually separated by a raised, depressed, or painted median	Greater than 25,000	Plains: 45 Mountains: 40	Plains: multiuse paths, sidewalks, bike lanes Mountains: shoulders, multiuse paths	Plains: multiuse paths, sidewalks Mountains: multiuse paths, trails
Minor Arterial	Plains: 4, plus turn lanes if warranted Mountains: 2, plus turn and/or passing lanes	Intracommunity traffic	Neither the movement of traffic nor access takes precedence. Reasonable access is allowed except for private residential driveways	Plains: Generally separated by a raised, depressed, or painted median Mountains: Generally double yellow line	Plains: 15,000 to 25,000 Mountains: Greater than 8,000	Plains: 40 Mountains: As appropriate	Plains: multiuse paths, sidewalks, bike lanes Mountains: shoulders, multiuse paths	Plains: multiuse paths, sidewalks Mountains: multiuse paths, trails
Major Collector	Plains: 2, plus turn lanes Mountains: 2, plus turn lanes if warranted	Intracommunity traffic	Neither the movement of traffic nor access takes precedence. Reasonable access is allowed except for private residential driveways	Generally separated by a median/turn lane	Plains: 8,000 - 15,000 Mountains: 2,000 - 8,000	Plains: 40 Mountains: As appropriate	Plains: multiuse paths, sidewalks, bike lanes Mountains: shoulders, multiuse paths	Plains: multiuse paths, sidewalks Mountains: multiuse paths, trails
Collector	Plains: 2, plus turn lanes if warranted Mountains: 2	Neighborhood traffic over short distances, generally accessing high classification roadways	Access takes precedence over the movement of traffic. Reasonable access is allowed with the exception of private residential driveways.	Not physically separated	Plains: 1,000 - 8,000 Mountains: 1,000 - 2,000	Plains: 30 Mountains: As appropriate	No special accommodation is made for bicycle traffic.	Plains: multiuse paths, sidewalks Mountains: multiuse paths, trails

Local	Plains and Mountains: 2	Neighborhood traffic over very short distances to higher class roadways.	Access to adjacent land is its primary purpose. All types of access are allowed.	Not physically separated	Plains: Less than 1,000 Mountains: Less than 1,000	Plains: 25 Mountains: 25, or as appropriate	No special accommodation is made for bicycle traffic.	Plains: multiuse paths, sidewalks Mountains: trails
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Templates	Location	Curb	Gutter	Sidewalk	Bicycle Accommodations
Street	East of the 6400' elevation line, with some exceptions	Yes	Yes	Yes	Yes, if on the bike plan
Road	West of the 6400' elevation line, with some exceptions	No	No	No	Yes, if on the bike plan