

Table 1

ROADWAY DESIGN STANDARDS
Princeton Borough and Township

<u>Classification</u>	<u>Traffic Lanes⁽¹⁾</u>	<u>Shoulder/ Parking⁽²⁾</u>	<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	24' ⁽⁶⁾	50'
		2 @ 1' - Curbed	26'	50'
Minor Collector	2 @ 12'	2 @ 0' - Uncurbed ⁽⁷⁾	24'	50'
		2 @ 1' - Curbed	26'	50'
Local Street	2 @ 12'	2 @ 0' ^(7,8)	24'	50'

(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 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.