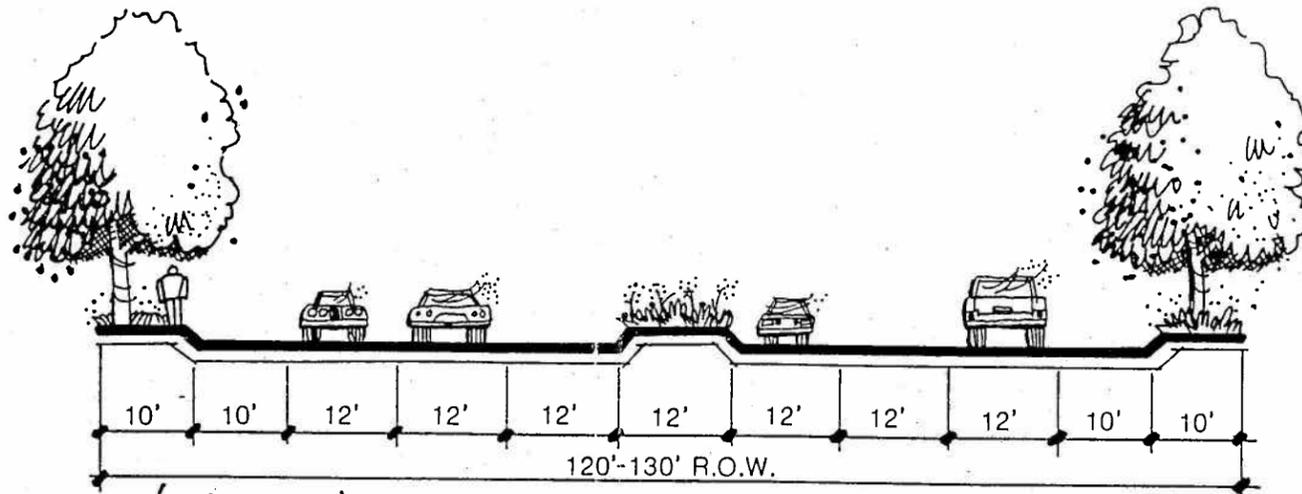


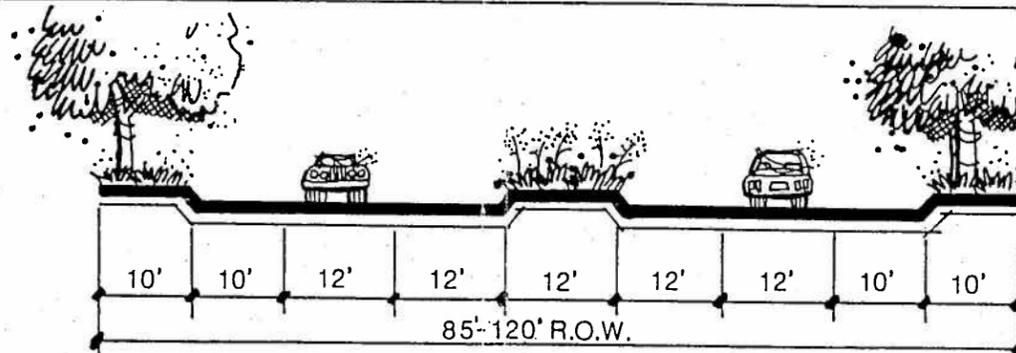
**Appendix E. City of Encinitas General Plan / North Highway
101 Specific Plan: Roadway Cross-Sections**

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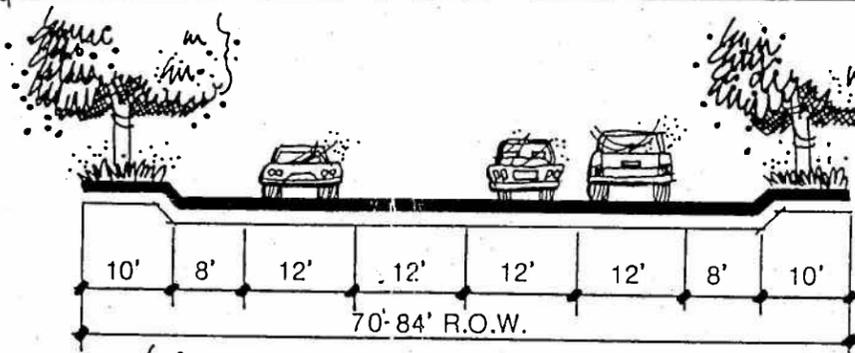
Prime Arterial



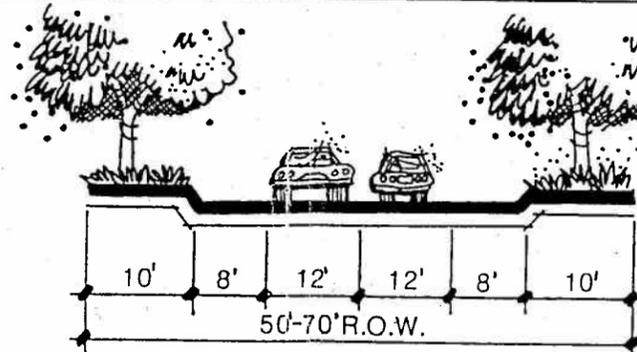
Major Arterial



Collector



Local



Note: Variation in right-of-way width and specific roadway improvements will occur within each of the roadway classifications, based on existing conditions and other factors. As part of the variation, the number of travel lanes may be reduced as long as the operational characteristics of the roadway are adequate.

Prime Arterial

A six-lane roadway with a typical right-of-way width of 120-130 feet and a pavement width of 100-110 feet. The roadway is generally divided into three travel lanes in each direction by a median. Access to and from this roadway is restricted.

Major Arterial

A four-lane divided roadway with a typical right-of-way width of 85-120 feet and a pavement width of approximately 80 feet. This roadway is also divided by a raised median with two travel lanes in each direction.

Collector

A four-lane undivided roadway with two travel lanes in each direction. The typical right-of-way width of this category of roadway is 70-84 feet while the pavement width is approximately 64 feet. The primary function of this category of roadway is to distribute traffic between local streets and major and prime arterials.

Local

This category of roadway is designed to provide access to individual parcels and to direct traffic to the nearest collector road. Local streets consist of two lanes with a typical right-of-way width of 50-70 feet and a pavement width of approximately 40 feet.

**Figure 1
Roadway Classification**

Encinitas
General Plan

3/29/89

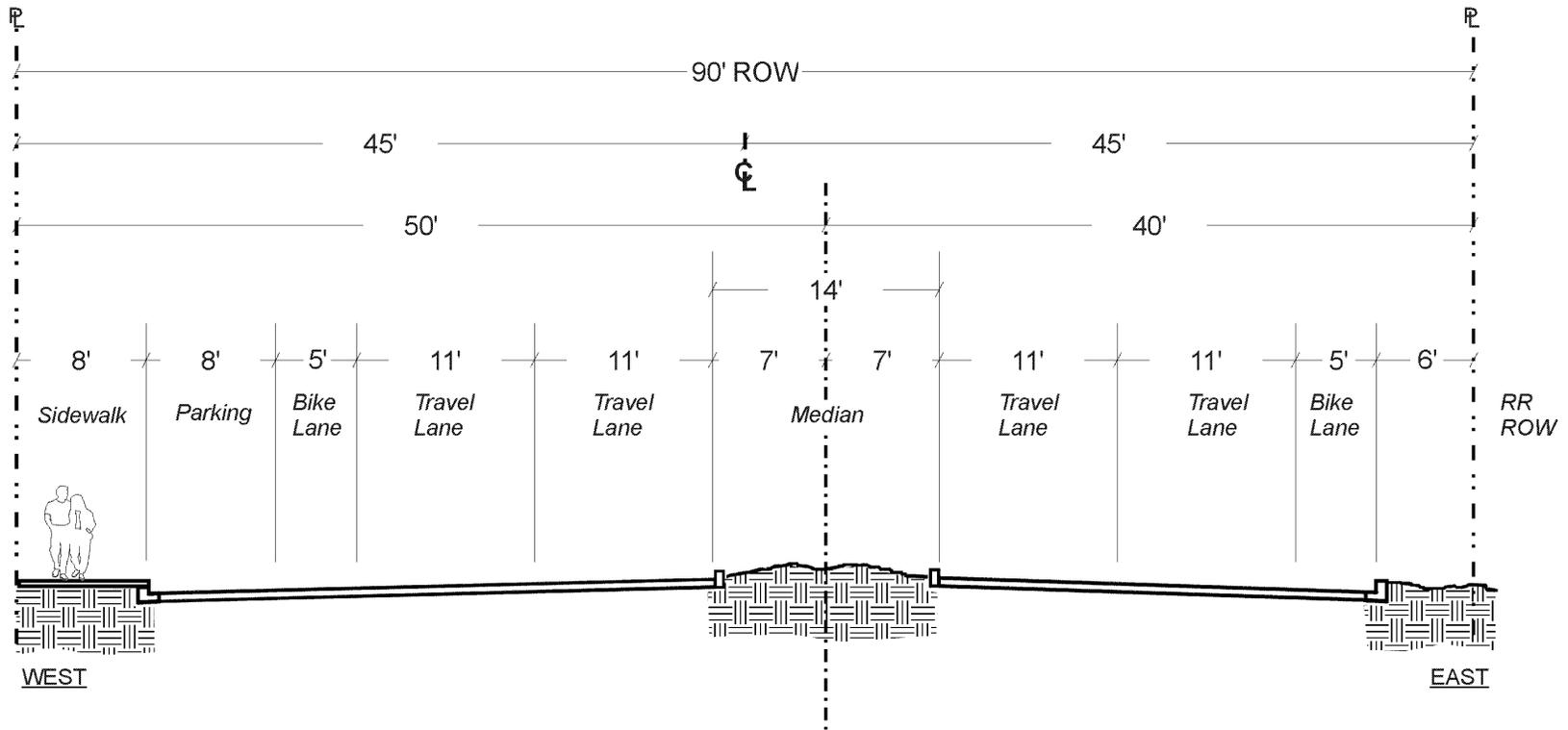


Figure 5-C
North Highway 101 - 90-Foot Proposed Right-of-Way

Note: Variation in right-of-way width and specific roadway improvements will occur within North Highway 101 as set forth in the Circulation Plan of the Circulation Element of the General Plan. As part of the variation, the number of travel lanes may be reduced as long as the operational characteristics of the roadway are adequate.