

Table

The County applies designations to roadways throughout the county to depict and evaluate how the roadway system and individual roads accommodates two characteristics: the movement of vehicular traffic and the level of access provided to adjacent properties. Based on these generalized characteristics, roadways often vary in terms of right-of-way, roadway width, number of lanes, intersection and traffic signal spacing, speed, and other factors. Table TM-1 identifies the roadway designations for the County of San Bernardino and provides the general geometric mid-block cross sectional characteristics of each.

The County also maps these roadway designations onto adjacent incorporated roads to depict a more comprehensive diagram of the overall roadway system. While the County’s roadway designations are generally consistent with the designations of incorporated cities and towns, the County’s roadway designations do not officially apply within incorporated boundaries. The designation, design, construction, maintenance, and improvement of roadways in incorporated areas are the responsibility of the incorporated city or town.

Additionally, the County may apply roadway designations to freeways and state highways, but the design, construction, maintenance, and improvement of freeways and state highways is under the jurisdiction and responsibility of Caltrans, unless the roadway has been relinquished to a local jurisdiction.

Table TM-1. County Roadway Designations

Roadway Designation	Typical Street Cross Section Characteristics			
	Divided	Right-of-Way	Curb-to-Curb	Lanes
Major Divided Highway	Yes	120'	94'	4 to 6
Major Arterial Highway	No	120'	94'	4 to 6
Major Highway	At times	104'	80'	2 to 4
Secondary Highway	At times	88'	64'	2 to 4
Controlled/Limited Access Collector	Usually	66'	44'	2
Mountain Major Highway	No	80'	64'	2 to 4
Mountain Secondary Highway	No	60'	44'	2
State Highway/Special Conditions or Special Standards	Determined by Caltrans			
Freeway				
Notes:				
1. Characteristics listed in this table are provided for general guidance on a typical mid-block street cross section. Intersection configurations will vary by location as necessary. The County may approve or construct mid-block street sections that vary from these figures based on physical or environmental constraints.				