








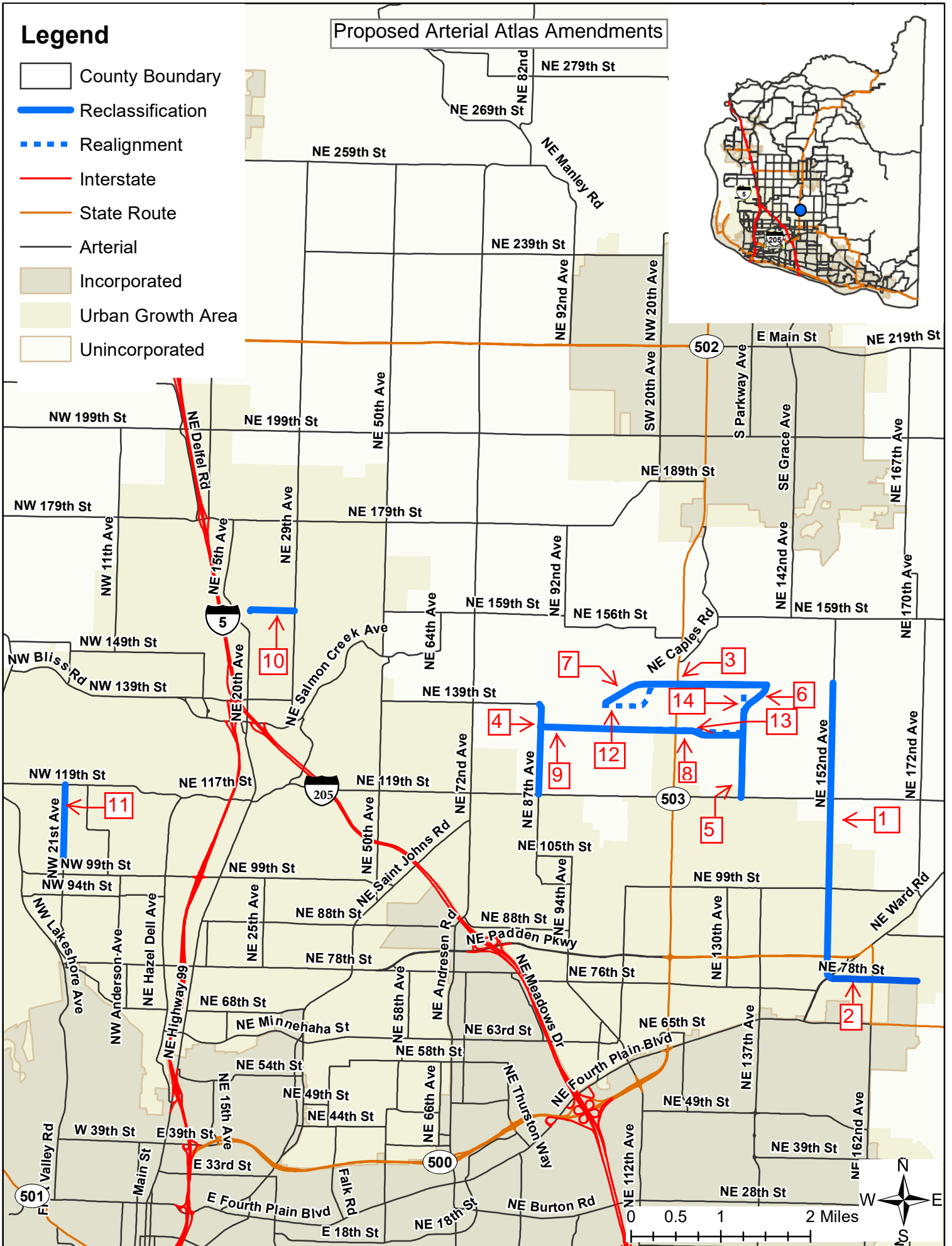


Legend

-  County Boundary
-  Reclassification
-  Realignment
-  Interstate
-  State Route
-  Arterial
-  Incorporated
-  Urban Growth Area
-  Unincorporated

Proposed Arterial Atlas Amendments



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Proposed Arterial Atlas Map Amendments		
No.	Amendment	Description
1	Reclassify	NE 152 nd Ave between NE Ward Rd and slightly north of NE 144 th St from a 2-lane collector (C-2) to a 2-lane collector with bike lanes (C-2b)
2	Reclassify	NE 78 th St between NE Ward Rd and NE 172 nd Ave from a 2-lane collector (C-2) to a 2-lane collector with bike lanes (C-2b)
3	Reclassify	NE 144 th St between SR 503 and NE 137 th Ave from a 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb)
4	Reclassify	NE 87 th Ave between NE 119 th St and NE 139 th St from a 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb)
5	Reclassify	NE 132 nd Ave between NE 119 th St and approximately NE 137 th St from a 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb)
6	Reclassify	Planned NE 132 nd Ave between approximately NE 137 th St to NE 144 th St from a 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb)
7	Reclassify	A planned NE 139 th St/NE 144 th St road extension between approximately NE 101 st Ave and SR 503 from a 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb)
8	Reclassify	A planned NE 134 th St road extension between NE Laurin Rd and NE 132 nd Ave intersection from a proposed 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb)
9	Reclassify	NE 134 th St between NE 87 th Ave to NE 132 nd Ave from a 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb)
10	Reclassify	NE 159 th St between NE 29 th Ave and NE 20 th Ave from a 2-lane collector (C-2) to a 2-lane collector with bike lanes (C-2b)
11	Reclassify	NW 21 st Ave between NW 101 st St and NW 119 th St from a 2-lane collector (C-2) to a 2-lane collector with bike lanes (C-2b)
12	Modify	A planned road extension on NE 139 th St at approximately NE 101 st Ave, connecting to NE 144 th St. at approximately NE 112 th Ave, transitioning over the railroad tracks to NE 144 th St
13	Modify	A planned NE 134 th St road extension between NE Laurin Rd and NE 132 nd Ave intersection to follow parcel lines
14	Modify	A planned NE 132 nd Ave road extension between at approximately NE 137 th St to NE 144 th St to follow NE 132 nd Ave to NE 144 th St

C-2

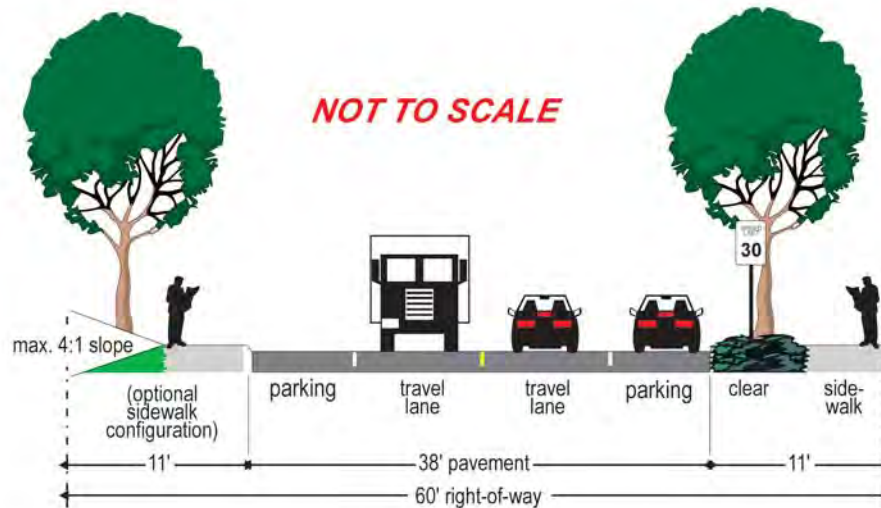
2-lane Collector



Collector streets connect local traffic to arterial roads. Access to abutting properties and parking is controlled through the use of raised channelization, driveway spacing, and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a network by themselves. Fixed route transit service is low while bicycling and pedestrian activity ranges from moderate to high.

Left: NW 9th Avenue looking south from NW 92nd Street. On-street parking is allowed on this particular street. Sidewalks have been constructed immediately adjacent to the curbs.

For technical specifications, refer to Chapter 40.350.030, Clark County Code



Street Width:	38 ft.
Right-of-way:	60 ft.
Design Volume:	2,000-12,000 vehicles per day
Design Speed:	35 MPH
Typical Posted Speed:	30 MPH
Maximum Grade:	7 to 10 percent
Cross Streets:	Min. 275 ft. separation

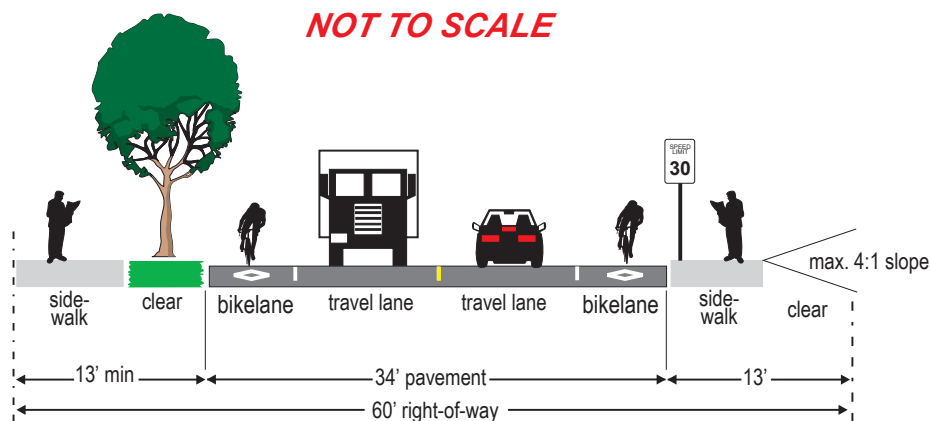
2-lane Collector with bike lanes

C-2b

Collector streets connect local traffic to arterial roads. Access to abutting properties and parking is controlled through the use of raised channelization, driveway spacing, and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a network by themselves. Fixed route transit service is low while bicycling and pedestrian activity ranges from moderate to high.

Photo unavailable.

For technical specifications, refer to Chapter 40.350.030, Clark County Code



Street Width:	34 ft.
Right-of-way:	60 ft.
Design Volume:	2,000 to 12,000 vehicles per day
Design Speed:	35 MPH
Typical Posted Speed:	30 MPH
Maximum Grade:	7 to 10 percent
Cross Streets:	Min. 275 ft. separation

2-lane Minor Arterial with CLT & bike lanes

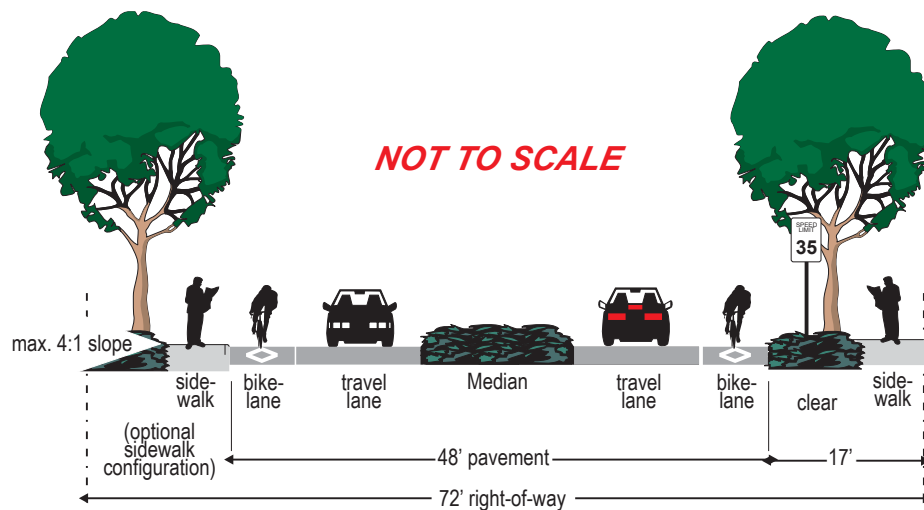
M-2cb



Minor arterials collect and distribute traffic between principal arterials and streets of lower classification, thus providing for movement within subareas of the county. They are primarily designed to accommodate through-traffic but may provide direct access for more intensely developed properties. Fixed route transit, bicycle, and pedestrian activity is moderate.

Left: NE 99th Street

For technical specifications, refer to Chapter 40.350.030, Clark County Code



Street Width:	48 ft.
Right-of-way:	72 ft.
Design Volume:	<16,000 vehicles per day
Design Speed:	40 MPH
Typical Posted Speed:	35 MPH
Maximum Grade:	6 to 10 percent
Cross Streets:	Min. 500 ft. separation