Figure 5 - 2a Typical Rural Arterial Cross Section



Ditch	Gravel shoulder	Paved shoulder / bikeway	Travel lane	Optional: Left turn lane	Travel lane	Paved shoulder/ bikeway	Gravel shoulder	Ditch	
8′	5' - 8'	6' - 8'	11'- 12'	12'- 14'	11'- 12'	6' - 8'	5'- 8'	8′	
paved width: 34' - 54'									

Notes:

1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.

2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.

3. Cross section may vary depending on topographic or environmental constraints.

- 4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
- 5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

Figure 5 - 2b Typical Rural Arterial Cross Section Unincorporated Communities



k 										$\sum_{i=1}^{n}$
×	Pedes- trian facility	Land- scape strip with street trees	Bikeway	Travel lane	Optional: Left turn lane or raised median with vegetation	Travel lane	Bikeway	Land- scape strip with street trees	Pedes- trian facility	×
2′	6′	5′	6′	11'- 12'	12'- 14'	11'- 12'	6'	5′	6'	2′
				—— typic	al paved width: 34'	' - 50' ——	•			

Notes:

1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.

2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.

3. Cross section may vary depending on topographic or environmental constraints.

- 4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
- 5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

Figure 5 - 2c Typical Rural Collector Cross Section



Ditch	Gravel shoulder	Paved shoulder bikeway	Travel lane	Travel lane	Paved shoulder bikeway	Gravel shoulder	Ditch		
9′	5' - 8'	6′	10'- 12'	10' - 12'	6′	5' - 8'	9′		
paved width: 32' - 36'									

Notes:

- 1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
- 2. For more detailed information on the implementation of this Cross Section see the Zoning and Development Ordinance and/or the County Roadway Standards.
- 3. Cross section may vary depending on topographic or environmental constraints.
- 4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
- 5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.
- 6. Cross sections must comply with ORS 215.283.

Figure 5 - 2d Typical Rural Collector Cross Section Unincorporated Communities



Back of sidewalk	2										C s	Back of idewalk
	*	Pedes- trian facility	Parking	Paved shoulder bikeway	Travel lane	Optional: Left turn lane and raised median with vegetation	Travel lane	Paved shoulder bikeway	Parking	Pedes- trian facility		
1'-2'	•	6′	8′	6'	10'-12'	11'- 13'	10'-12'	6'	8′	6'		1'-2'
						width: 48' - 54'						
l						ROW: 62' - 81'						

Notes:

- 1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
- 2. For more detailed information on the implementation of this Cross Section see the Zoning and Development Ordinance and/or the County Roadway Standards.

3. Cross section may vary depending on topographic or environmental constraints.

- 4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
- 5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

Figure 5 - 2e Typical Rural Connector Cross Section



Ditch	Gravel shoulder	Travel lane	Travel lane	Gravel shoulder	Ditch				
6′ - 8′	2'-5'	10'- 11'	10'- 11'	2'-5'	6'-8'				
paved width: 20' - 22'									

Notes:

- 1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
- 2. For more detailed information on the implementation of this Cross Section see the Zoning and Development Ordinance and/or the County Roadway Standards.
- 3. Cross section may vary depending on topographic or environmental constraints.
- 4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
- 5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.
- 6. Cross sections must comply with ORS 215.283.

Figure 5 - 2f Typical Rural Local Cross Section



Ditch	Gravel shoul- der	Travel lane	Travel lane	Gravel shoul- der	Ditch				
6'-8' 2'-5'		10'- 11'	10'- 11'	2'-5'	6′ - 8′				
paved width: 24' - 32'									

Notes:

- 1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
- 2. For more detailed information on the implementation of this Cross Section see the Zoning and Development Ordinance and/or the County Roadway Standards.
- 3. Cross section may vary depending on topographic or environmental constraints.
- 4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
- 5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.