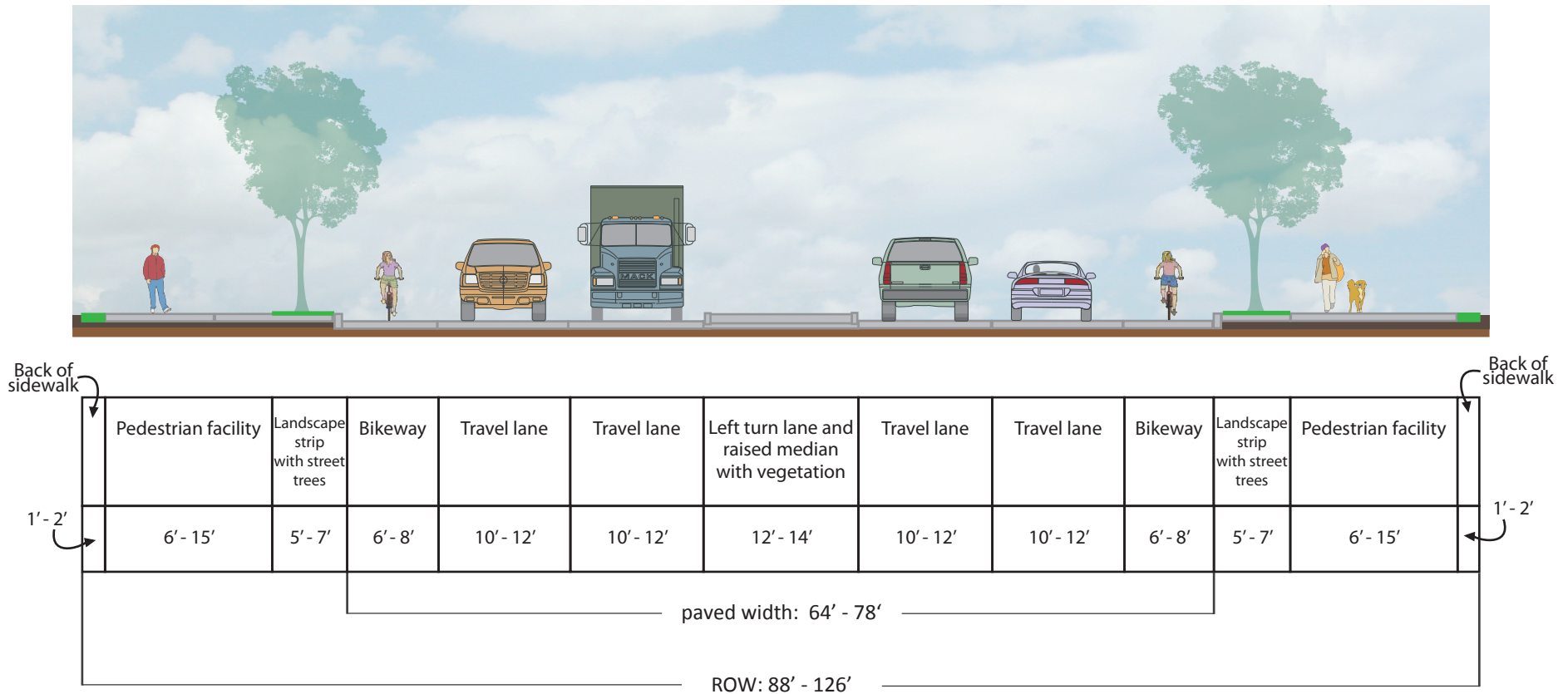


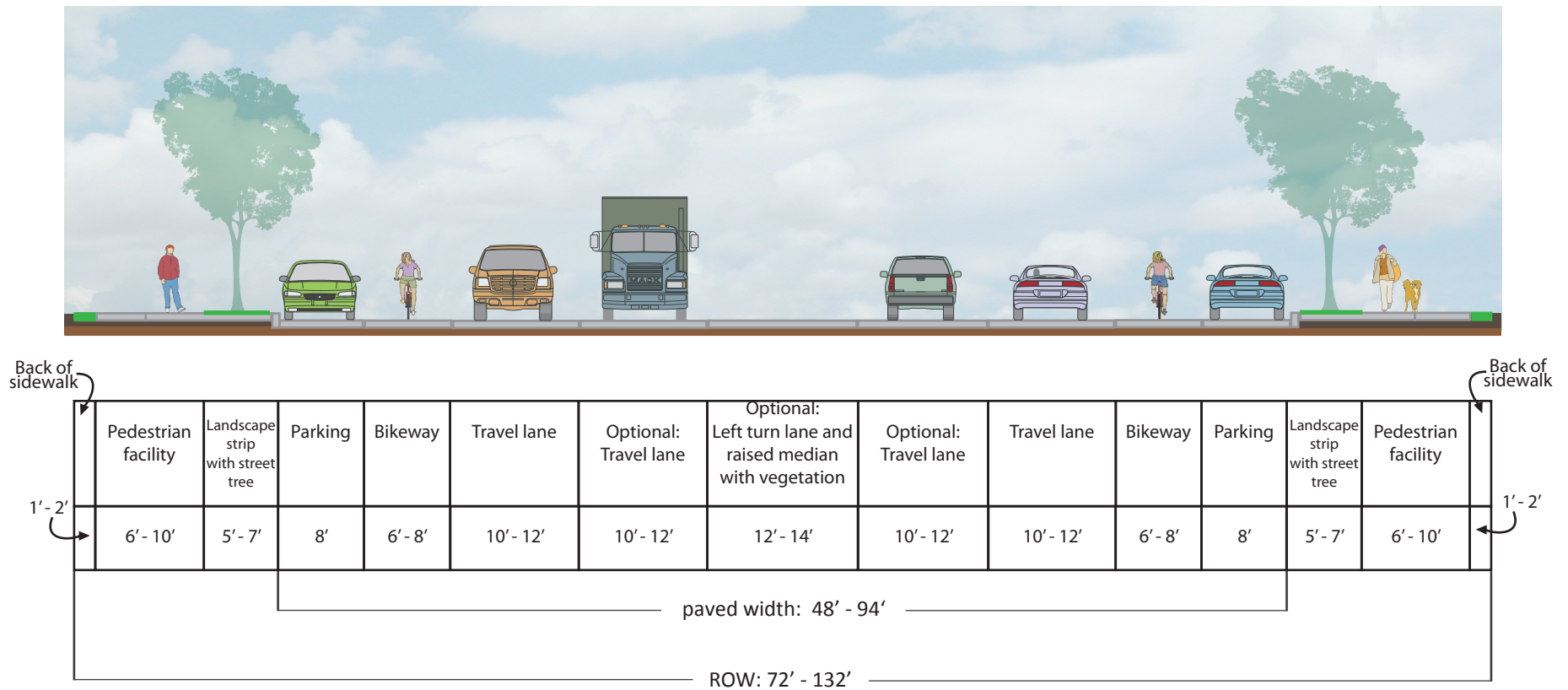
Figure 5 - 1a
Typical Urban Major Arterial Cross Section



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 to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical 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.

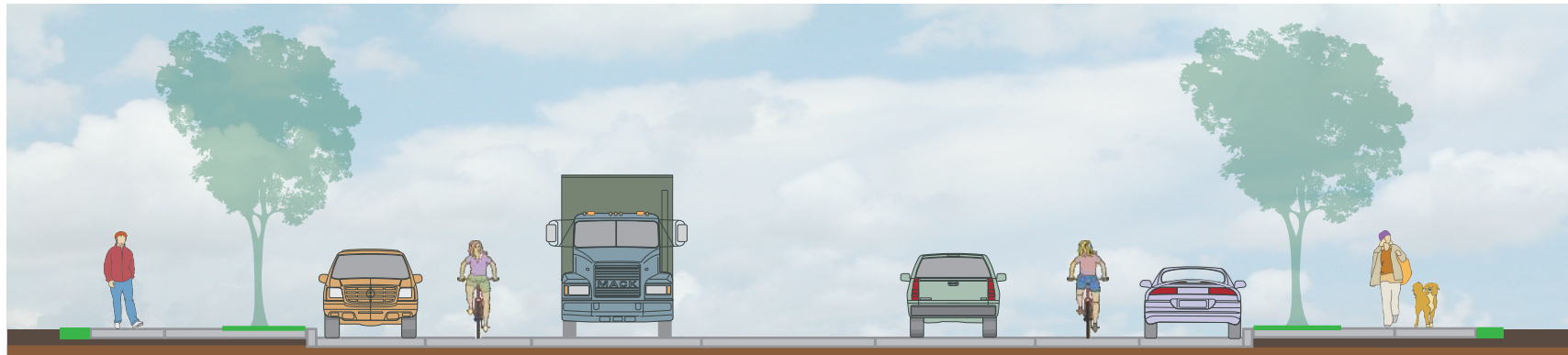
Figure 5 - 1b
Typical Urban Minor Arterial Cross Section



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 to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical 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 - 1c
Typical Urban Collector Cross Section

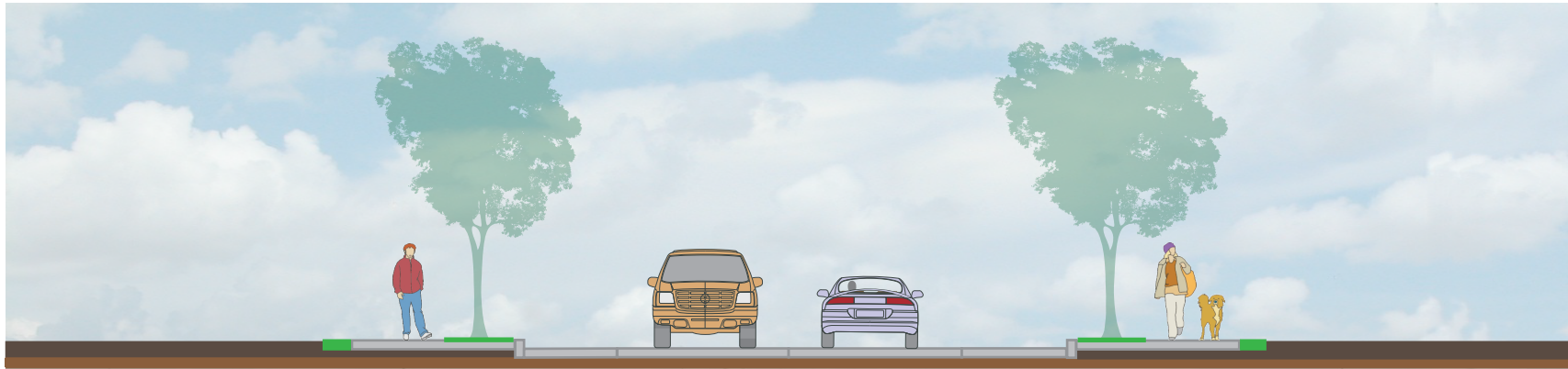


| | | | | | | | | | | | | | | |
|------------------------|--|---------------------|----------------------------------|---------|---------|-------------|---|-------------|---------|---------|----------------------------------|---------------------|-------|--|
| Back of sidewalk | | | | | | | | | | | | Back of sidewalk | | |
| | | Pedestrian facility | Landscape strip with street tree | Parking | Bikeway | Travel lane | Optional: Left turn lane and raised median with vegetation | Travel lane | Bikeway | Parking | Landscape strip with street tree | Pedestrian facility | | |
| 1'-2' | | 6'- 10' | 5'- 7' | 8' | 6'- 8' | 10'- 12' | 11'- 13' | 10'- 12' | 6'- 8' | 8' | 5'- 7' | 6'- 10' | 1'-2' | |
| paved width: 48' - 69' | | | | | | | | | | | | | | |
| ROW: 60' - 107' | | | | | | | | | | | | | | |

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 to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical 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 - 1d
Typical Urban Connector Cross Section

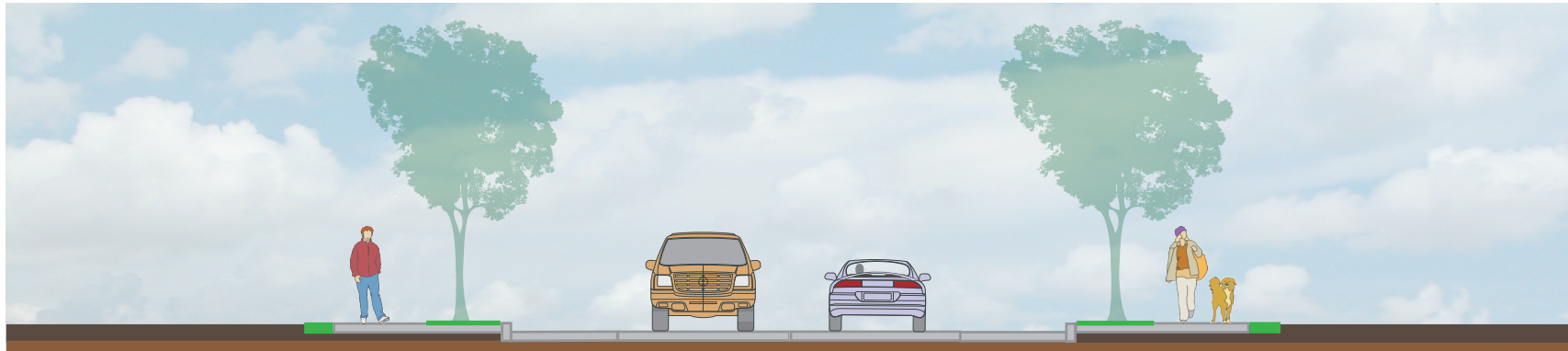


| | | | | | | | | | | |
|---------------------|---------|-----------------------------------|------------------------|-------------|-------------|---------|-----------------------------------|---------------------|------------------|--|
| Back of sidewalk | | | | | | | | | Back of sidewalk | |
| Pedestrian facility | | Landscape strip with street trees | Parking | Travel lane | Travel lane | Parking | Landscape strip with street trees | Pedestrian facility | | |
| 2' | 5' - 7' | 6' | 7' - 8' | 10' - 13' | 10' - 13' | 7' - 8' | 6' | 5' - 7' | 2' | |
| | | | paved width: 34' - 42' | | | | | | | |
| ROW: 60' - 72' | | | | | | | | | | |

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 to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical 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 - 1e
Typical Urban Local Cross Section



| | | | | | | | | | | | |
|------------------|-----------------------------|--|------------------------|-------------|-------------|---------|--|-----------------------------|----|------------------|--|
| Back of sidewalk | | | | | | | | | | Back of sidewalk | |
| | Pedes- trian facility | Landscape strip with street trees | Parking | Travel lane | Travel lane | Parking | Landscape strip with street trees | Pedes- trian facility | | | |
| 2' | 5' - 7' | 6' | 7' - 8' | 10' - 13' | 10' - 13' | 7' - 8' | 6' | 5' - 7' | 2' | | |
| | | | paved width: 34' - 42' | | | | | | | | |
| ROW: 60' - 72' | | | | | | | | | | | |

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 to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical or environmental constraints.
4. Within the range stated, precise dimensions 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 - 1f
Typical Urban Alley Roadway Section



| | |
|----------------------|----------------------|
| Alley Travel lane | Alley Travel lane |
| 8' | 8' |

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 to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical or environmental constraints.