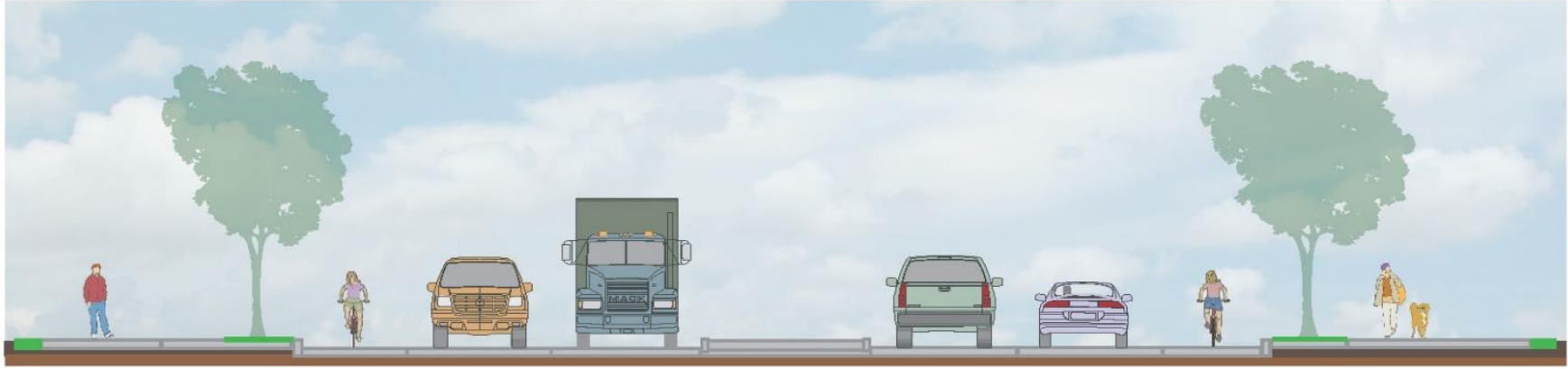


# Figure 5 – 1a

## Typical Urban Major Arterial Cross Section

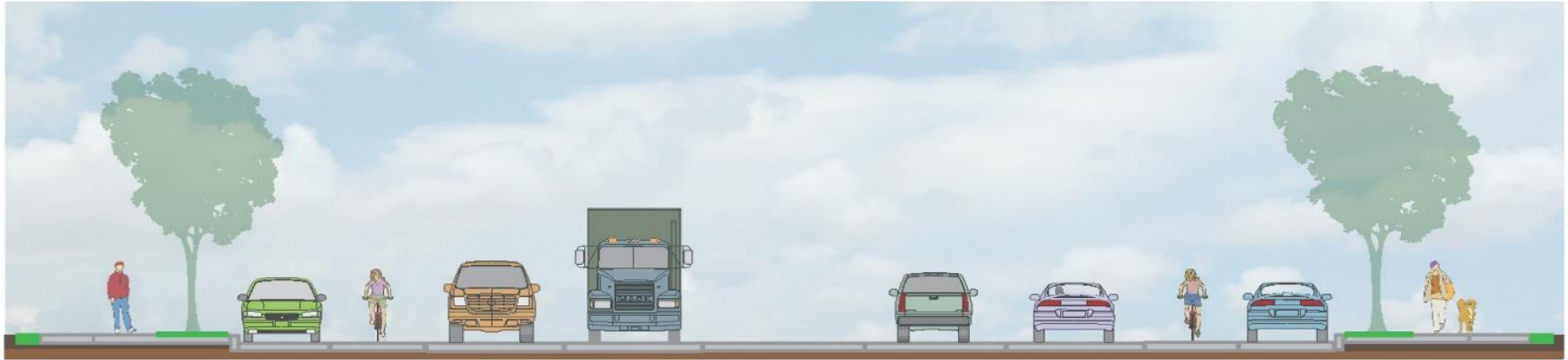


|                                 |                     |  |         |             |             |  |             |             |         |  |                     |                                 |
|---------------------------------|---------------------|--|---------|-------------|-------------|--|-------------|-------------|---------|--|---------------------|---------------------------------|
| Back of sidewalk:<br>6" minimum | Pedestrian Facility | Landscape strip and curb with street trees | Bikeway | Travel Lane | Travel Lane | Left turn lane and raised median with vegetation | Travel Lane | Travel Lane | Bikeway | Landscape strip and curb with street trees | Pedestrian Facility | Back of sidewalk:<br>6" minimum |
|                                 | 6' – 8'             | 5'6"                                       | 8'      | 10' – 12'   | 10' – 12'   | 12' – 14'  | 10' - 12'   | 10' – 12'   | 8'      | 5'6"                                       | 6' – 8'             |                                 |
|                                 |                     |  |         |             |             | Paved width: 68' – 78'                           |             |             |         |  |                     |                                 |
|                                 |                     |  |         |             |             | ROW: 92' - 106'                                  |             |             |         |  |                     |                                 |

**Notes:**

1. For more detailed information on the implementation of this Cross Section – see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro’s Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the County Roadway Standards and will vary the required constructed and right-of-way width.
4. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement program.

## Figure 5 – 1b Typical Urban Minor Arterial Cross Section

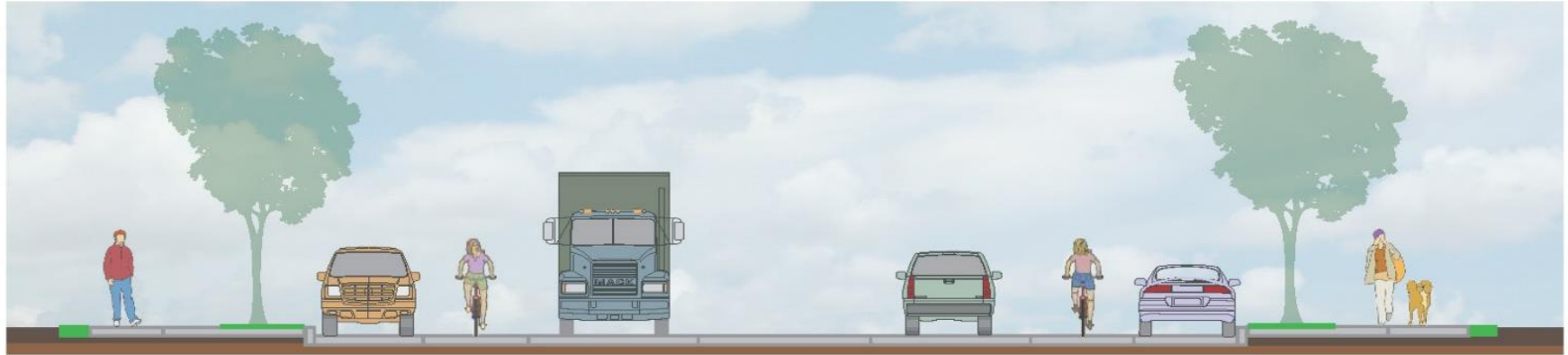


|                                |                     |  |         |         |             |                         |  |                         |             |         |         |  |                     |                                |
|--------------------------------|---------------------|--|---------|---------|-------------|-------------------------|--|-------------------------|-------------|---------|---------|--|---------------------|--------------------------------|
|                                | Pedestrian Facility | Landscape strip and curb with street trees | Parking | Bikeway | Travel Lane | Travel Lane (as needed) | Left turn lane and raised median with vegetation (as needed) | Travel Lane (as needed) | Travel Lane | Bikeway | Parking | Landscape strip and curb with street trees | Pedestrian Facility |                                |
| Back of sidewalk: 6" minimum → | 6' – 8'             | 5'6"                                       | 7' - 8' | 6' - 8' | 10' – 12'   | 10' – 12'               | 12' – 14'  | 10' - 12'               | 10' – 12'   | 8'      | 7' – 8' | 5'6"                                       | 6' – 8'             | ← Back of sidewalk: 6" minimum |
| Paved width: 46' – 94'         |                     |  |         |         |             |                         |  |                         |             |         |         |  |                     |                                |
| ROW: 70' – 122'                |                     |  |         |         |             |                         |  |                         |             |         |         |  |                     |                                |

**Notes:**

1. For more detailed information on the implementation of this Cross Section – see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro’s Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the County Roadway Standards and will vary the required constructed and right-of-way width.
4. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement program.

# Figure 5 – 1c Typical Urban Collector Cross Section



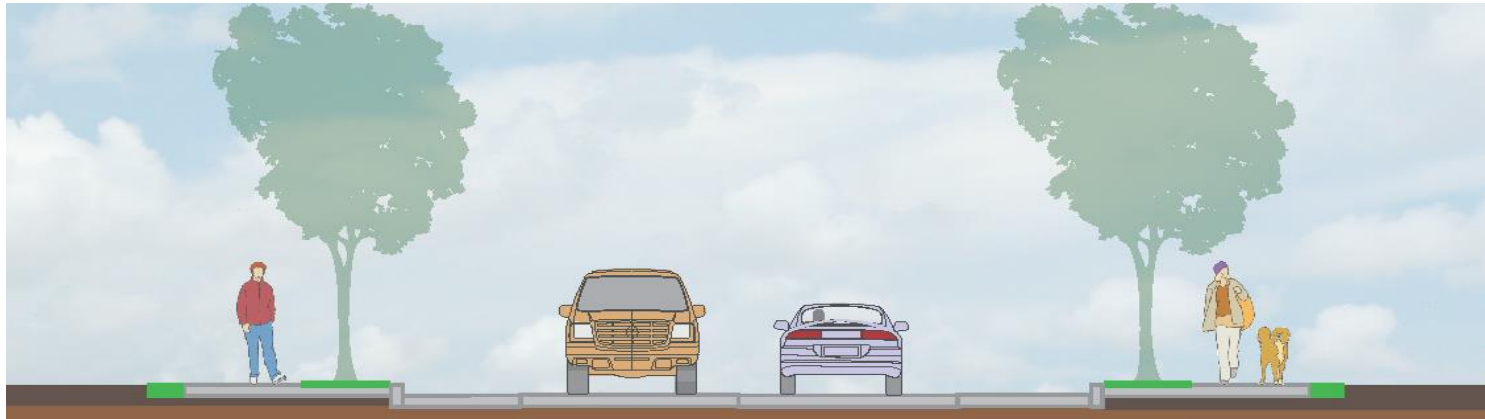
|                                |                     |  |                        |         |             |  |             |         |         |  |                     |                                |
|--------------------------------|---------------------|--|------------------------|---------|-------------|--|-------------|---------|---------|--|---------------------|--------------------------------|
|                                | Pedestrian Facility | Landscape strip and curb with street trees | Parking                | Bikeway | Travel Lane | Left turn lane and raised median with vegetation (as needed) | Travel Lane | Bikeway | Parking | Landscape strip and curb with street trees | Pedestrian Facility |                                |
| Back of sidewalk: 6" minimum → | 6' – 8'             | 5'6"                                       | 7' - 8'                | 6' - 8' | 10' – 12'   | 11' – 13'  | 10' – 12'   | 6' - 8' | 7' – 8' | 5'6"                                       | 6' – 8'             | ← Back of sidewalk: 6" minimum |
|                                |                     |  | Paved width: 46' – 69' |         |             |  |             |         |         |  |                     |                                |
| ROW: 56' – 105'                |                     |  |                        |         |             |  |             |         |         |  |                     |                                |

**Notes:**

1. For more detailed information on the implementation of this Cross Section – see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro’s Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the County Roadway Standards and will vary the required constructed and right-of-way width.
4. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement program.

# Figure 5 – 1d

## Typical Urban Connector/Local Cross Section

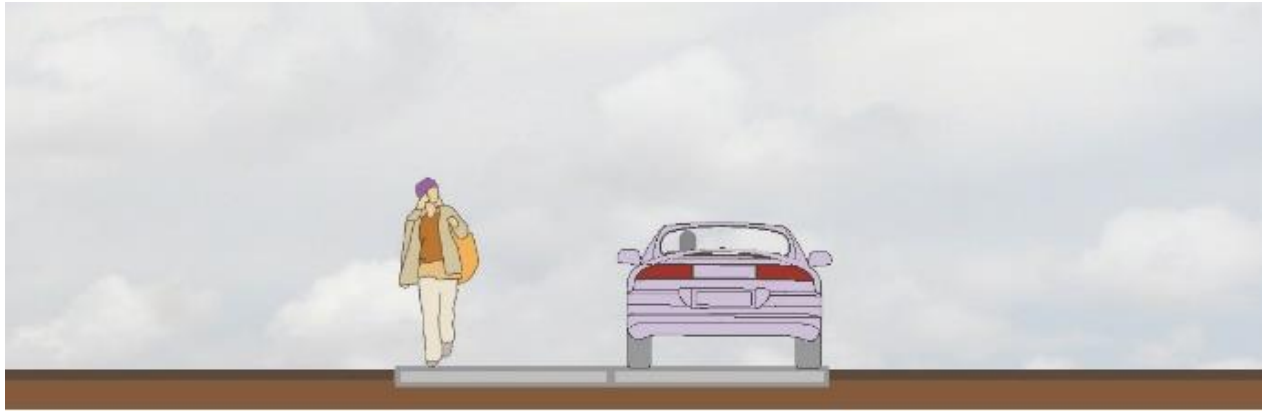


|                                 |   |                        |  |                         |  |                     |   |                                 |
|---------------------------------|---|------------------------|--|-------------------------|--|---------------------|---|---------------------------------|
| Back of sidewalk:<br>6" minimum | → | Pedestrian Facility    | Landscape strip and curb with street trees | Travel Lane and Parking | Landscape strip and curb with street trees | Pedestrian Facility | ← | Back of sidewalk:<br>6" minimum |
|                                 |   | 5' – 7'                | 5'6"                                       | 32' – 42'               | 5'6"                                       | 5' – 7'             |   |                                 |
|                                 |   | Paved width: 32' – 42' |  |                         |  |                     |   |                                 |
|                                 |   | ROW: 54' – 68'         |  |                         |  |                     |   |                                 |

**Notes:**

1. For more detailed information on the implementation of this Cross Section – see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro’s Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the County Roadway Standards and will vary the required constructed and right-of-way width.
4. Standard configuration is parking on both sides, which may be reduced to one side of the street (resulting in a paved width of 26’ with a design exception per the Roadway Standards).
5. Local Streets Only: Under no circumstances will the paved width be less than 20’ (two 10’ travel lanes with no parking).

## Figure 5 – 1e Typical Urban Alley Cross Section



|                      |                      |
|----------------------|----------------------|
| Alley<br>Travel lane | Alley<br>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 County Roadway Standards.
3. Cross section may vary to accommodate Metro Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.