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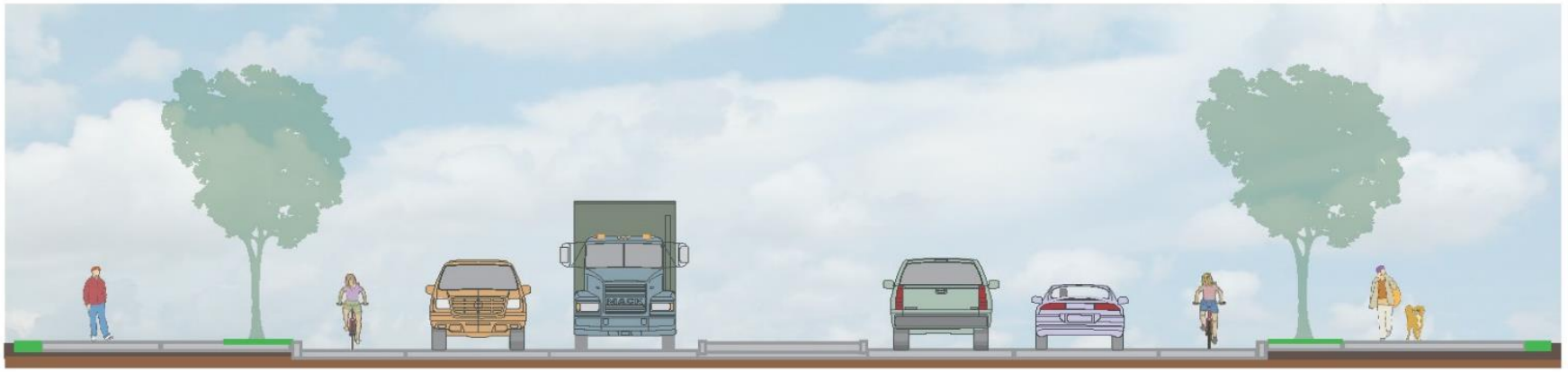
Щоб попросити переклад або спеціальні послуги для осіб з особливими потребами, зверніться до нас, скориставшись такими контактними даними:
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Figure 5 – 1a
Typical Urban Major Arterial Cross Section



Back of sidewalk: 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: 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



Back of sidewalk: 6” minimum	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’	
			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

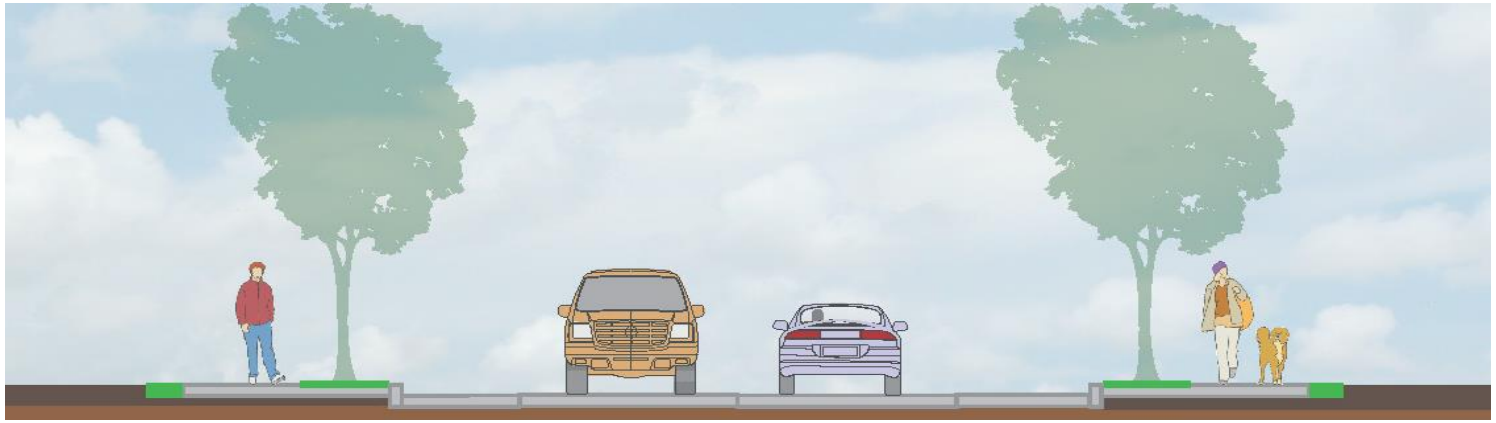


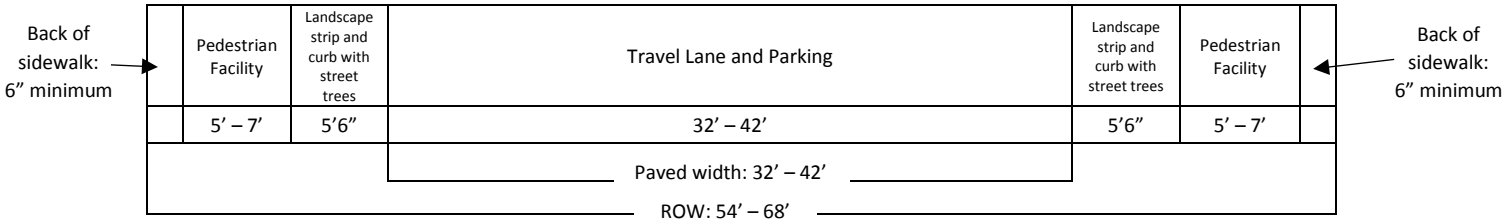
Back of sidewalk: 6” minimum		Pedestrian Facility	Landscape strip and curb with street trees	Parking	Bikeway	Travel Lane	Left turn lane and raised median with vegetation (as needed)	Travel Lane	Bikeway	Parking	Landscape strip and curb with street trees	Pedestrian Facility		Back of sidewalk: 6” minimum
		6’ – 8’	5’6”	7’ - 8’	6’ - 8’	10’ – 12’	11’ – 13’	10’ – 12’	6’ - 8’	7’ – 8’	5’6”	6’ – 8’		
				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

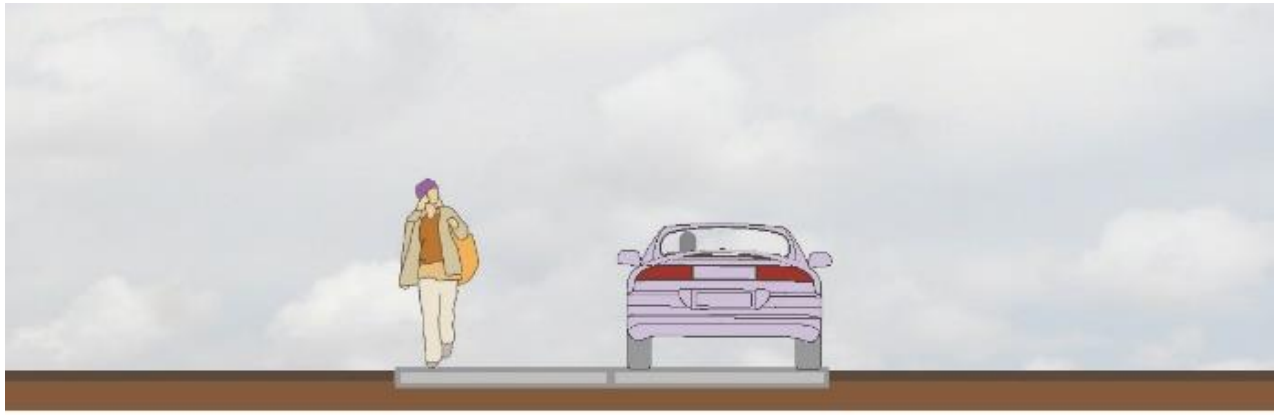




Notes:

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 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 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.