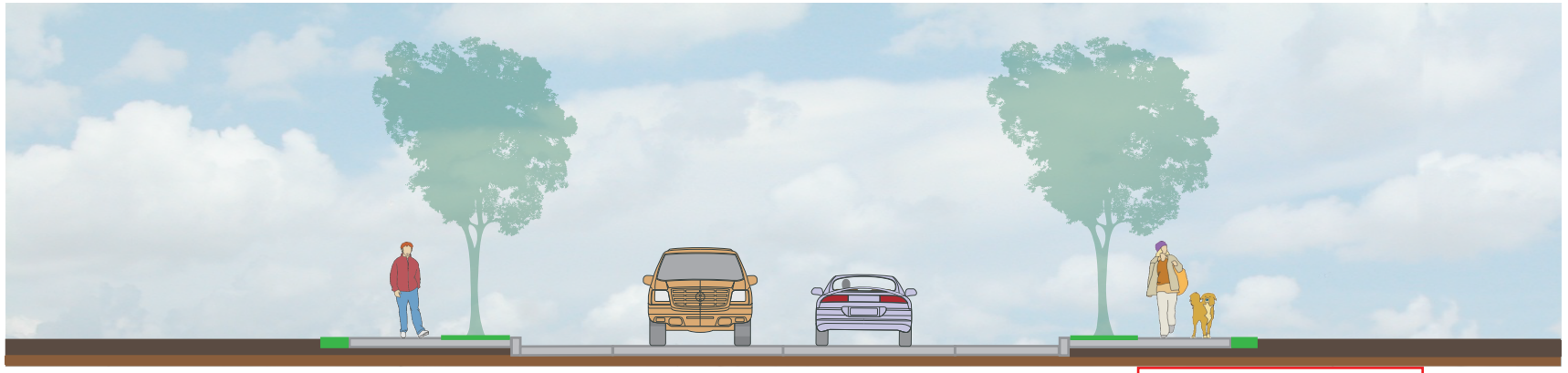
Figure 5 - 1d
Typical Urban Connector Cross Section



Travel lanes and parking width were combined into one element.

	Pedes-trian facility	Landscape strip and curb with street trees	Travel Lanes and Parking	Landscape strip and curb with street trees	Pedes-trian facility	
Back of sidewalk: ~~1'-2'~~6" Minimum	5' - 7'	~~5'6"~~ 6'	32' - 42'	~~5'6"~~ 6'	5' - 7'	Back of sidewalk: ~~1'-2'~~6" Minimum

paved width: 3~~4~~2' - 42'

ROW: 54~~60~~' - 68~~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, p~~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~~ safety. See Roadway Standards for more information.
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. If necessary, parking may be reduced to one side of the street. Under no circumstances will the paved width be less than 20'.