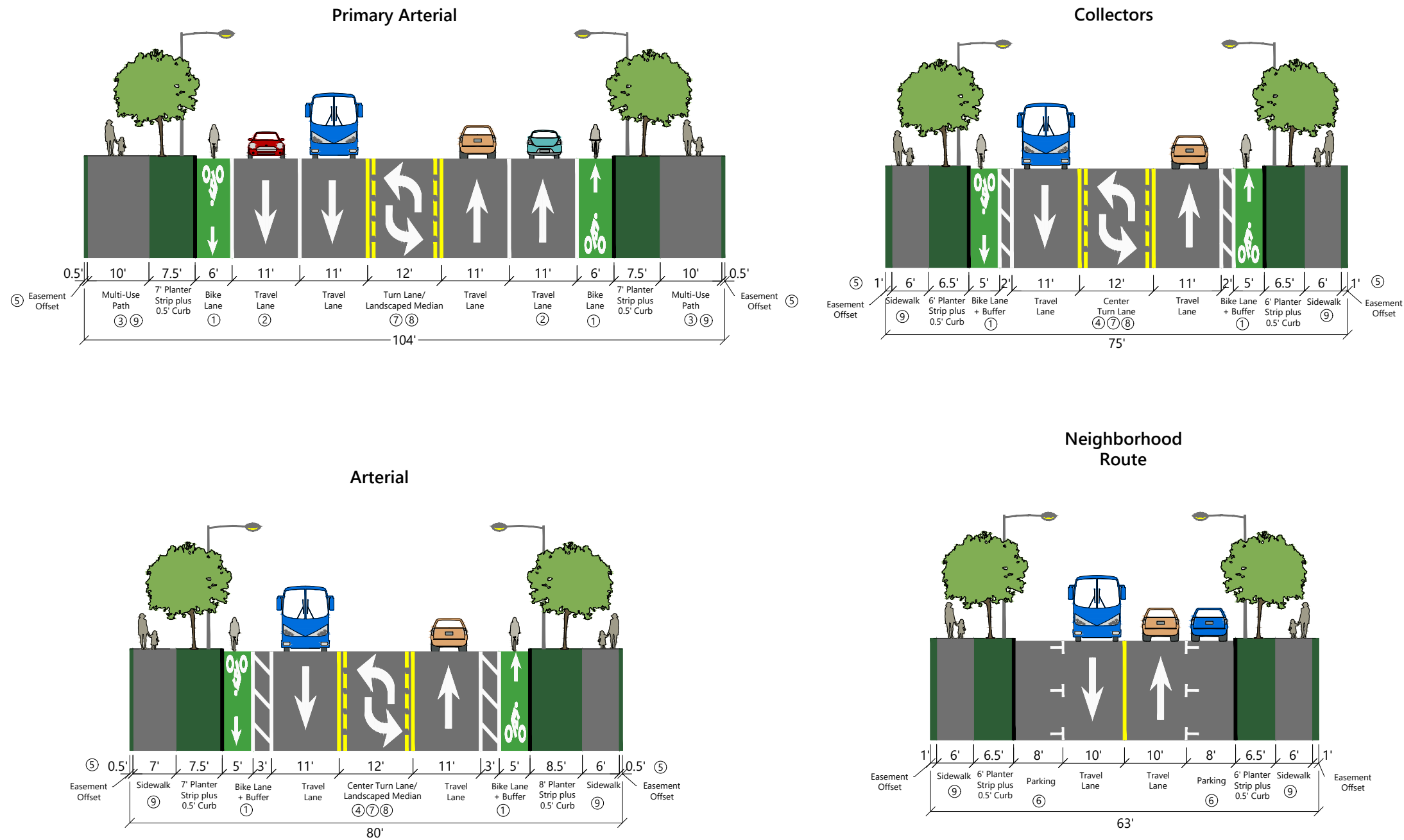




CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL  
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



### General Notes

- ① Additional turn lanes may be required at intersection as determined by the City Engineer based on traffic volumes and/or safety needs as identified in an approved traffic study.

### Notes

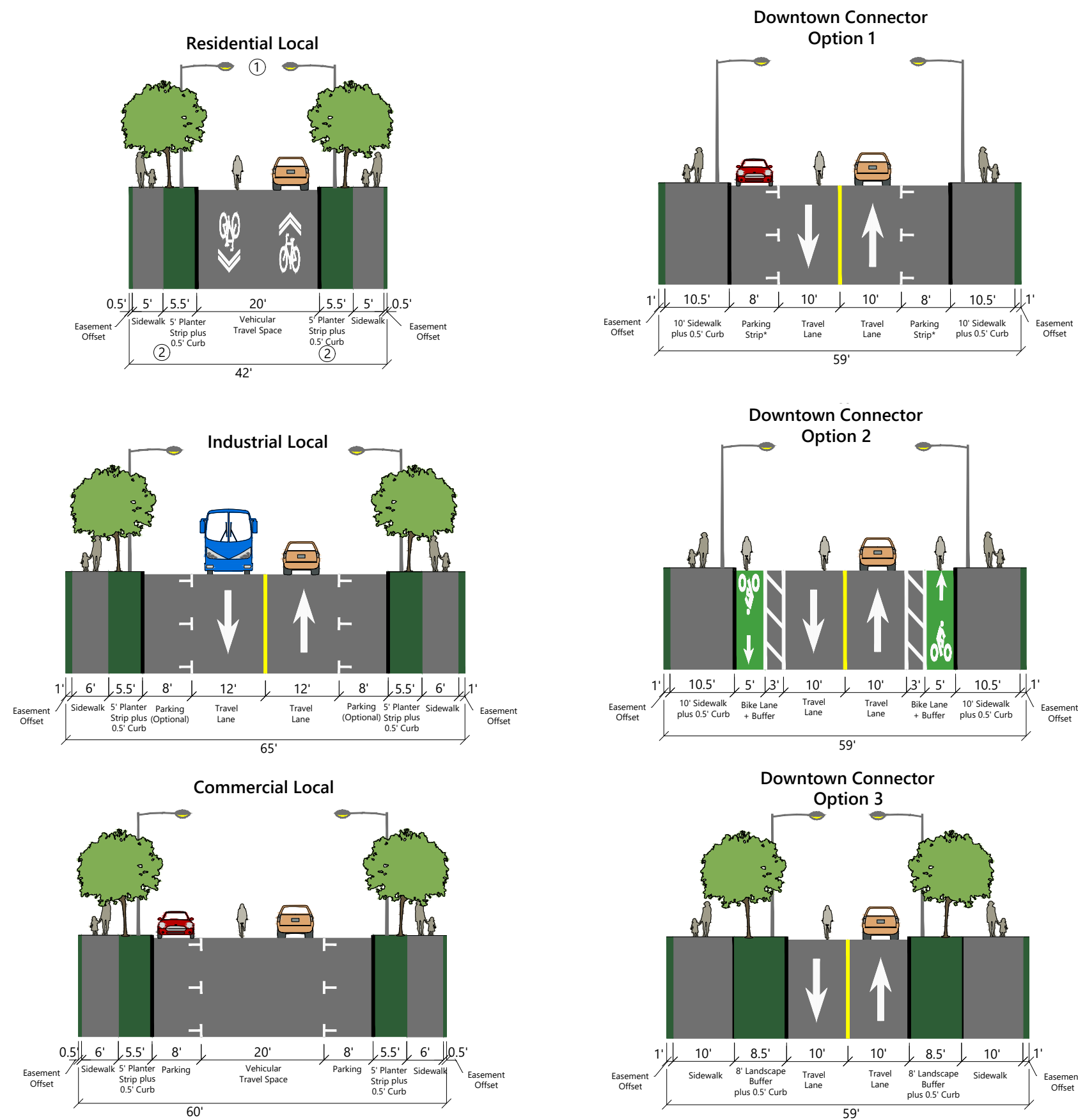
- ① The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.
- ② Outside vehicle lanes may be deleted if street is listed as 3-lane Primary Arterial in Tualatin Transportation System Plan
- ③ Mark for one-way bike and two-way ped traffic.
- ④ City Engineer may authorize the deletion of center turn lane if they determine 20-year traffic volumes will be less than 8,000 ADT and the center turn lane is not needed for traffic flow and safety.
- ⑤ Homes must front away from street.
- ⑥ City Engineer may allow a 6' bike lane in place of on-street parking in non-residential areas with low parking demand as determined by parking study.
- ⑦ Construct turn lanes within 200ft or to 95th percentile peak hour queue length (as determined by an engineering study) of intersections, whichever is longer. Construct turn lanes within 100ft or 95th percentile peak hour queue length of driveways to multifamily or commercial properties. Construct landscaped medians with 1' shy distance from travel lanes elsewhere.

Figure 74-1A

City of Tualatin Transportation System Plan  
Typical Roadway Cross Sections



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL  
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



### General Notes

- ① Local street standard is 32' curb-to-curb with parking on both sides and 5.5' planter strips, 5' sidewalks, and 0.5' easement offset in the 54-foot ROW. City engineer may approve a) 28' curb-to-curb with parking on one side in 50' ROW or b) 20' curb-to-curb with no parking in a 42-foot ROW (or parking in bays in widened ROW) if they determine that driveway density precludes on-street parking or better serves the needs of the public.
- ② Additional turn lanes may be required at intersection as determined by the City Engineer based on traffic volumes and/or safety needs as identified in an approved traffic study.

### Notes

- ① One standard parking space shall be provided per 50' of local street frontage. Spaces may be parallel, diagonal, or perpendicular to the street and shall be constructed in concrete and drain towards the roadway. These spaces shall be placed within the right-of-way, and shall be between the sidewalk and the street. Acquire/dedicate right-of-way accordingly where parking is provided.
- ② 5' planter strip (plus 0.5' curb) may be used where parallel parking is provided.
- ③ Cul-de-sacs allow curb tight reinforced sidewalks with mountable curbs and 48' radius to be back of walk.

Figure 74-1B

City of Tualatin Transportation System Plan  
Typical Roadway Cross Sections