

NOTES FOR DETAIL C400

NOTES FOR ALTERNATIVES FOR HORIZONTAL CURVES FOR VERY LOW VOLUME (<250–400 ADT) LOCAL ROADS (DESIGN EXCEPTIONS)

GENERAL


1. THE FOLLOWING DESIGN ALTERNATIVES SHALL HAVE AN AVERAGE DAILY TRAFFIC (ADT) OF LESS THAN 250 TRIPS UNLESS OTHERWISE NOTED. ALL ADT COUNTS REQUIRE STAFF CONFIRMATION.
2. MINIMUM TANGENT LENGTH BETWEEN DESIGN ALTERNATIVES SHALL BE 100 FEET. IN CERTAIN CASES, DESIGN ALTERNATIVES MAY BE COMBINED, AS DETAILED BELOW.
3. ALL DESIGN ALTERNATIVES REQUIRE ADEQUATE SIGHT DISTANCE.
4. THESE ALTERNATIVES CAN ONLY BE USED ON LOCAL STREETS THAT ACT AS DEAD END LOCALS UNLESS OTHERWISE NOTED. LOCALS THAT COLLECT OTHER STREETS CANNOT EMPLOY THESE ALTERNATIVES.
5. THE ALTERNATIVES CANNOT BE ADDED TOGETHER ON PUBLIC ROADS. THE DESIGN ALTERNATIVES ARE CONSISTENT WITH 20 MPH MANEUVERS. THE DESIGN ALTERNATIVES CANNOT REDUCE THE OVERALL SPEED OF THE ROAD. THE MINIMUM SPEED OF A LOCAL ROAD IS 25 MPH.
6. ON PRIVATE ROADS, IF THE OVERALL EFFECT IS TO REDUCE SPEED, THE ROAD MUST BE POSTED AT THE LOWER SPEED. ENGINEERING MAY ALLOW A REDUCED SPEED BASED UPON THE OVERALL LENGTH OF ROAD AND THE DISTANCE THE SPEED IS REDUCED.
7. THE DELTA OF ANY ONE DESIGN ALTERNATIVE OR COMBINATION OF DESIGN ALTERNATIVES SHALL NOT EXCEED 115 DEGREES.
8. THE COUNTY RESERVES THE RIGHT TO PREVENT THE OVERALL REDUCTION OF DESIGN SPEED ON A ROAD IN THE INTERESTS OF SAFETY AND EXPEDIENT ACCESS IN CASE OF EMERGENCY.

NARROW TURN

9. FOR THROUGH LOCAL ROADS WITH LESS THAN 400 ADT, A CENTERLINE RADIUS OF 178 FEET MAY BE USED. THE TOTAL DELTA OF THE 178 FOOT RADII MAY EXCEED 115 DEGREES. THESE RADII CAN BE PLACED IN REVERSE CURVES.
10. FOR DEAD END ROADS WITH LESS THAN 400 ADT, A SINGLE CENTERLINE RADIUS OF 100 FEET MAY BE USED. THE OVERALL EFFECT SHALL NOT BE TO REDUCE THE SPEED OF THE ENTIRE ROAD TO 20 MPH.
11. CURB LINES SHALL BE CONCENTRIC.
12. PRIVATE ROADS WITH LESS THAN 250 ADT MAY USE AN UNLIMITED NUMBER OF 100 FOOT CENTERLINE RADII ON DEAD END STREETS, PROVIDED THAT THERE IS A 100 FOOT TANGENT BETWEEN RADII AND THE STREET IS POSTED FOR 20 MPH.
13. A PRIVATE ROAD WITH LESS THAN 100 ADT MAY USE A CENTERLINE RADIUS OF 40 FEET PROVIDED IT HAS 100 FOOT TANGENTS ON BOTH SIDES. THE ROAD SHALL BE A MINIMUM OF 20 FEET WIDE AND THE ROAD SHALL BE POSTED FOR 10 MPH.
14. IF A PRIVATE ROAD WITH LESS THAN 100 ADT, AS DESCRIBED IN #13 ABOVE, HAS A WIDTH OF LESS THAN 20 FEET, THE MINIMUM CENTERLINE RADIUS SHALL BE 50 FEET.

PARTIAL BULB

15. A PARTIAL BULB IS TYPICALLY USED TO GAIN MORE FRONTAGE SO INDIVIDUAL LOTS CAN HAVE ADEQUATE ACCESS.
16. THE PARTIAL BULB CAN BE PLACED IN CONJUNCTION WITH A NARROW TURN PROVIDED THE RADIUS POINT IS ON THE RADIAL OF THE CENTER OF THE DELTA.
17. THE MINIMUM CENTERLINE RADIUS FOR A NARROW TURN COMBINED WITH A PARTIAL BULB SHALL BE 100 FEET.
18. A PARTIAL BULB SHALL HAVE A CENTER RADIUS OF 50 FEET. THE CURB RETURNS SHALL HAVE RADII OF 35 FEET.
19. THE RADIUS POINT OF THE CENTER OF THE BULB SHALL NOT CROSS THE CENTER LINE.

<i>REVISION</i>	<i>DATE</i>	<i>BY</i>	DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT 150 BEAVERCREEK ROAD OREGON CITY, OR 97045		<i>APPROVAL DATE:</i> 2/1/13	<i>SCALE:</i> N.T.S.	STANDARD DRAWING <b>C450</b>
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