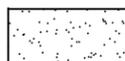
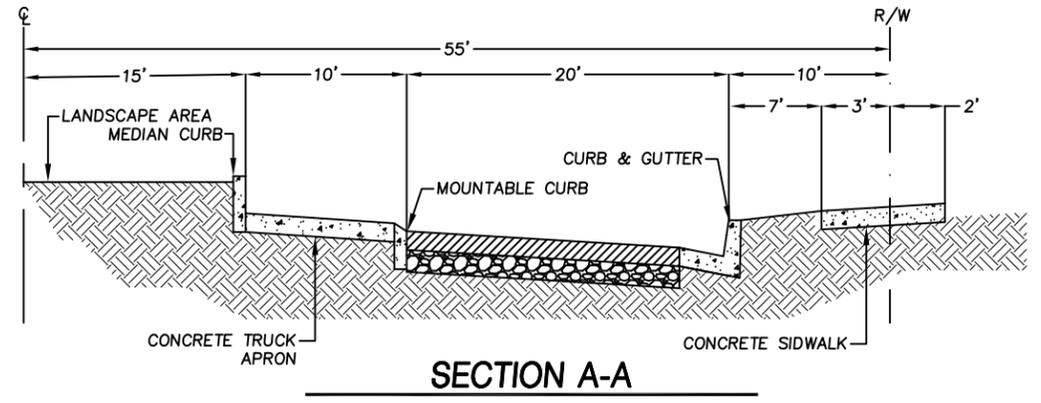


NOTES:

1. ROUNDABOUT DESIGN WAS PREPARED IN ACCORDANCE WITH "ROUNDABOUTS: AN INFORMATIONAL GUIDE", SECOND EDITION, NCHRP REPORT 672 PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. ROUNDABOUT STANDARD IS APPLICABLE TO A TYPICAL LOCAL STREET INTERSECTION WITH AN INTERSECTION ANGLE CLOSE TO 90 DEGREES. ANY VARIATIONS IN THE HORIZONTAL ALIGNMENT OF THE INTERSECTING STREETS OR HORIZONTAL LAYOUT OF THE INTERSECTION WILL REQUIRE REVIEW AND APPROVAL BY THE CITY ENGINEER.
3. THE VERTICAL DESIGN OF THE INTERSECTION SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL.
4. MAXIMUM FASTEST PATH DESIGN SPEED: 20 MPH. FASTEST PATH CALCULATIONS WERE PERFORMED IN ACCORDANCE WITH REPORT 672.
5. DESIGN VEHICLES (USED FOR TURNING RADIUS ANALYSIS): AASHTO SU-30 SINGLE UNIT TRUCK & NCFPD FIRE TRUCK (44' CL RADIUS)
6. SIGNING, STRIPING, AND MARKINGS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.

LEGEND:

-  CONCRETE
-  STAMPED, COLORED CONCRETE
-  LANDSCAPE AREA
-  TRUNCATED DOMES



STANDARD ROUNDABOUT
LOCAL STREET INTERSECTION

REVISIONS

CITY OF KERMAN

STD.
NO.
P-21