2.

a. Circular Type Turnarounds
For circular turnarounds, a well-defined identifiable street segment, equal to the normal lot width along the intersected street that serves the cul-de-sac or 50 feet whichever is greater, shall extend from the intersected street to the turning area. A minimum radius of 45 feet, measured to the edge of pavement or face of curb, shall be used for circular turnarounds on residential cul-de-sac streets serving more than 25 dwellings and greater than 0.25 mile in length. A 45 foot radius should also be used If standard 65 passenger school buses are expected to use the cul de sac, or for any nonresidential use. For circular turnarounds on short low volume residential cul-de-sac streets, this minimum radius may be reduced to 30 feet when specifically approved by the locality in consultation with emergency services.

b. Cul de sacs with unpaved centers (Islands)
When a circular turnaround is proposed with an unpaved area in the center, the roadway around the center should be considered a one-way street and designed according to Table 3 for Roadway Section Criteria*. Pavement widths may be increased by the Resident Engineer to accommodate turning radii of single unit truck design vehicle. Parking should be restricted to the outside of the curve. Cul de sacs with curb and gutter should have a raised curb along the circumference of the island.

The unpaved area should have a minimum radius 30 feet and maximum radius of 120 feet. Unpaved center areas should have a ten-foot clear zone around the circumference of the circle. Any non-travel areas included within turnarounds should be included in the dedicated right-of-way of the facility.

If the center radius is greater than 120 feet, the street will be considered a loop street and should be designed in accordance with tables 1 and 2 for two-way traffic.

c. Alternative Turnarounds (for Residential streets only)
“T and Branch” type turnarounds may be considered for short streets less than 0.25 miles in length. Other proposals must be judged on their merits. However, when proposed, the ability of single unit truck design vehicles to reverse direction on these alternative types of turnarounds, without leaving the pavement area should be proven.

* Rev. 1/08