

- (1) The minimum intersection radii on subdivision streets should normally be 25 feet. If intercity buses or standard 65-passenger school buses are expected to use the street, the minimum radius should be increased to accommodate the turning radius of such vehicles. Minimal encroachment into the opposing lane of traffic of the receiving street is expected. A larger radius or additional pavement at the intersection may be required on shoulder and ditch sections to avoid shoulder rutting. When the traffic volume of the receiving street is less than 400 vpd or when a turn lane from the exiting street is available, greater encroachment into the opposing lane may be acceptable and a radius not less than 15 feet may be used. However, when a radius less than 25 feet is proposed, an auto-turn diagram should be used to demonstrate the impact of a single unit design truck on the opposing lane of the receiving street and the sufficiency of the street widths to accommodate said vehicle without running off of pavement or scrubbing curbs.
- c. For turns from or onto roadways carrying 1500 or more vpd.

The minimum intersection radii shall be that required to accommodate a single unit truck design vehicle without encroaching into the opposing lane of the receiving street. This is typically a 30' radius. The sufficiency of the street widths to accommodate said vehicle shall be demonstrated with an appropriate diagram. If intercity buses or standard 65-passenger school buses are expected to use the street, the minimum radius shall be increased as necessary to accommodate the turning radius of such vehicles. Minimal encroachment into the opposing lane of traffic of the receiving street is expected.

E. CONCENTRIC DESIGN

Normally, the design of principal roadway elements of subdivision streets should be concentric about the center of the right-of-way. However, certain circumstances and special development goals, such as phased development may justify arrangements that require one side of the right of way to differ from the other, when based on a typical centerline between travel lanes. The normal typical section may be varied as necessary to provide for vehicular or pedestrian safety or both and traffic channelization features, e.g., turn lanes, intersection radius, etc.

F. CUL-DE-SACS AND TURNAROUNDS

1. To afford the greatest flexibility in design, various types of turnaround designs may be used on subdivision streets. Additional right-of-way shall be provided as required by the turnaround design to continue the right of way limits around the perimeter of the turnaround. Acceptable Cul-de-sac designs include: