

INTERSECTION DIAGRAM

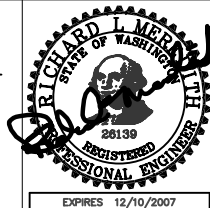
OPTIMUM CRITERIA

| OFF-SET DISTANCE | OPENING WIDTH |
|------------------|---------------|
| 5.5' MAX.        | 16' MIN.      |
| 5.0'             | 17' ±         |
| 4.5'             | 18' ±         |
| 4.0'             | 19' ±         |
| 3.5' OR LESS     | 20'           |

| A STREET WIDTH | B CURB RETURN RADIUS | C OFF-SET DISTANCE | D CIRCLE DIAMETER | E OPENING WIDTH                             |
|----------------|----------------------|--------------------|-------------------|---|
| 20'            | <15'                 | RECONSTRUCT CURBS  |                   | 16'+<br>17'+<br>18'-<br>19'+                |
|                | 15'                  | 5.5'               | 9'                |   |
|                | 18'                  | 5.0'               | 10'               |   |
|                | 20'                  | 4.5'               | 11'               |   |
|                | 25'                  | 4.0'               | 12'               |   |
| 24'            | <12'                 | RECONSTRUCT CURBS  |                   | 16'<br>17'-<br>18'+<br>20'-                 |
|                | 12'                  | 5.5'               | 13'               |   |
|                | 15'                  | 5.0'               | 14'               |   |
|                | 20'                  | 4.5'               | 15'               |   |
|                | 25'                  | 3.5'               | 17'               |   |
| 25'            | <12'                 | RECONSTRUCT CURBS  |                   | 16'+<br>17'-<br>18'-<br>18'+<br>20'+        |
|                | 12'                  | 5.5'               | 14'               |   |
|                | 15'                  | 5.0'               | 15'               |   |
|                | 18'                  | 4.5'               | 16'               |   |
|                | 20'                  | 4.5'               | 16'               |   |
| 30'            | 10'                  | 5.5'               | 19'               | 16'+<br>17'-<br>17'+<br>18'+<br>19'+<br>20' |
|                | 12'                  | 5.0'               | 20'               |   |
|                | 15'                  | 5.0'               | 20'               |   |
|                | 18'                  | 4.5'               | 21'               |   |
|                | 20'                  | 4.0'               | 22'               |   |
| 32'            | 10'                  | 5.5'               | 21'               | 16'+<br>17'-<br>18'-<br>19'-<br>19'+<br>20' |
|                | 12'                  | 5.0'               | 22'               |   |
|                | 15'                  | 4.5'               | 23'               |   |
|                | 18'                  | 4.0'               | 24'               |   |
|                | 20'                  | 4.0'               | 24'               |   |
| 36'            | 10'                  | 5.0'               | 26'               | 17'-<br>17'+<br>18'+<br>19'+<br>20'-<br>20' |
|                | 12'                  | 5.0'               | 26'               |   |
|                | 15'                  | 4.5'               | 27'               |   |
|                | 18'                  | 4.0'               | 28'               |   |
|                | 20'                  | 3.5'               | 29'               |   |
| 40'            | 10'                  | 5.0'               | 30'               | 17'+<br>18'+<br>19'-<br>20'-<br>20'+<br>20' |
|                | 12'                  | 4.5'               | 31'               |   |
|                | 15'                  | 4.0'               | 32'               |   |
|                | 18'                  | 3.5'               | 33'               |   |
|                | 20'                  | 3.0'               | 34'               |   |
|                | 25'                  | 1.0'               | 38'               |   |



Public Works  
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# Traffic Circle

# 210

NOT TO SCALE

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