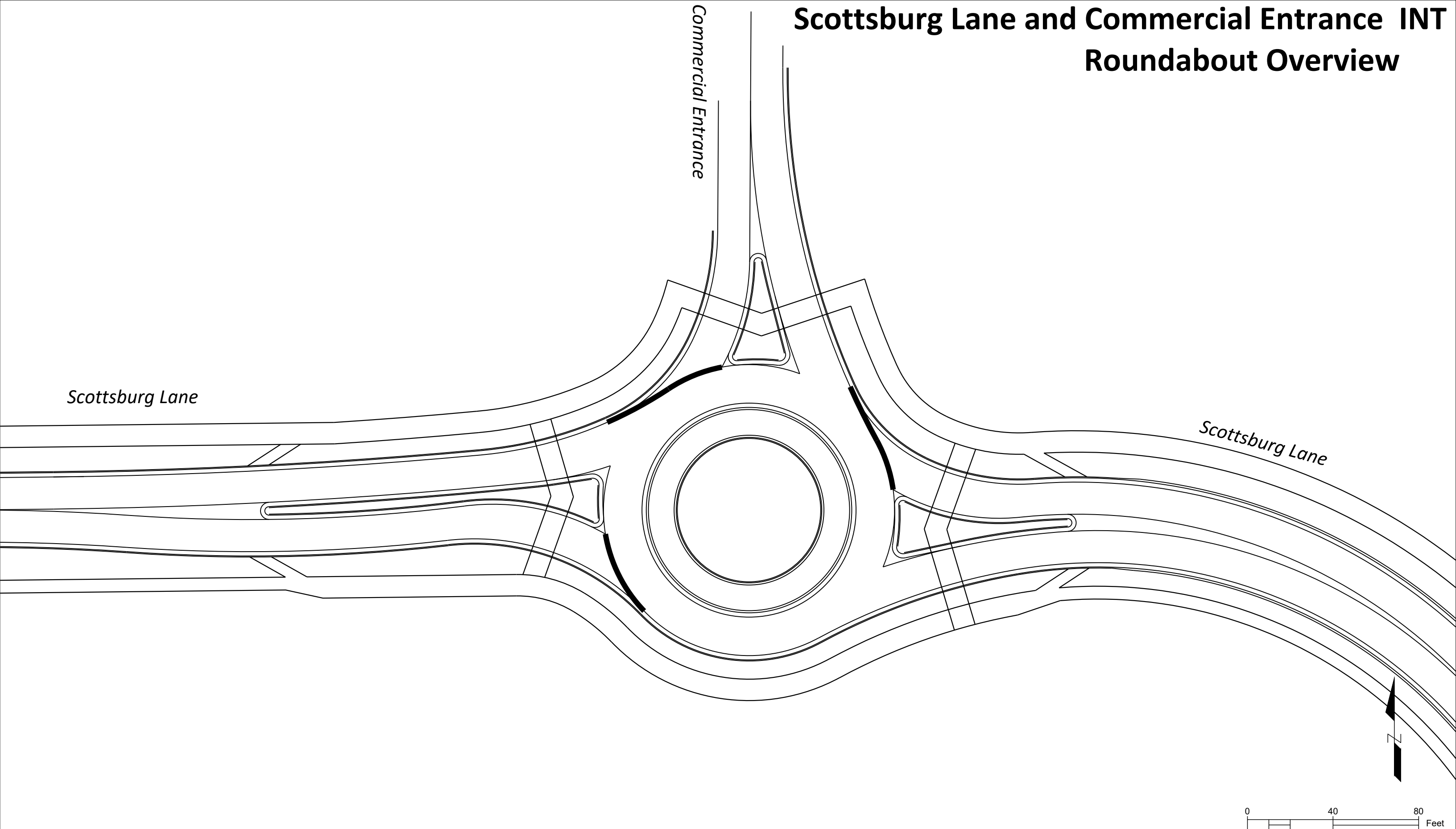


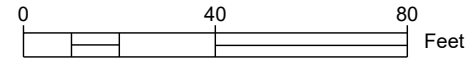
# Scottsburg Lane and Commercial Entrance INT Roundabout Overview



Scottsburg Lane

Scottsburg Lane

Commercial Entrance



**ROUNDAABOUT CRITICAL DESIGN PARAMETERS**

DESIGN PARAMETERS	LEG 1 SB	LEG 2 EB	LEG 3 WB	LEG 4	LEG 5	LEG 6
Approach Width, FT	19.0	19.0	19.0			
Entry Width, FT	21.9	21.9	22.0			
Entry Angle, PHI $\Phi$ , DEG	21.0	23.9	18.7			
Inscribed Circle Diameter, FT	140.0	140.0	140.0			
Exit Width, FT	24.1	23.7	22.1			
Circulating Roadway Width Upstream of Entry, FT	22.0	22.0	22.0			

**FASTEST SPEED PATH**Commercial Entrance with Less Than  
20 MPH Approach Speed

$R_1$ , Radius/Speed, FT/MPH	217	27	168	25	173	25						
$R_2$ , Radius/Speed, FT/MPH	53	15	96	19	86	18						
$R_3$ , Radius/Speed, FT/MPH				24		23						
$R_4$ , Radius/Speed, FT/MPH	53	15	53	15	53	15						
$R_5$ , Radius/Speed, FT/MPH	99	20			99	20						
Bypass $R_5$ , Radius/Speed, FT/MPH												

**MINIMUM SIGHT PARAMETERS**

Approach Design Speed, MPH	20.0	35.0	35.0			
Horizontal Stopping Sight Distance, FT	112.4	247.8	247.8			
Circulating Intersection Sight Distance, FT/MPH	15	77	15	77	15	77
Entering Intersection Sight Distance, FT/MPH	20	147	21	154		

Design Vehicle: WB-67 to stay out of the pan on approach and exit, WB-40 and Bus 45 to circulate without the use of the truck apron.

Truck Apron Width: 12' Back of curb to Flange of curb

OSOW Accommodations: None

Circulating Roadway Cross-Slope:

Access Control: No Access

Parking Control: The parking lanes end/begin outside of the bike slip anes

Bicycle & Pedestrian Accommodations: Slip lanes added and sidewalk is widened to 10' wide when bikes are added.

Designer: RYAN BETKER  
Reviewer:

SIGNATURE:

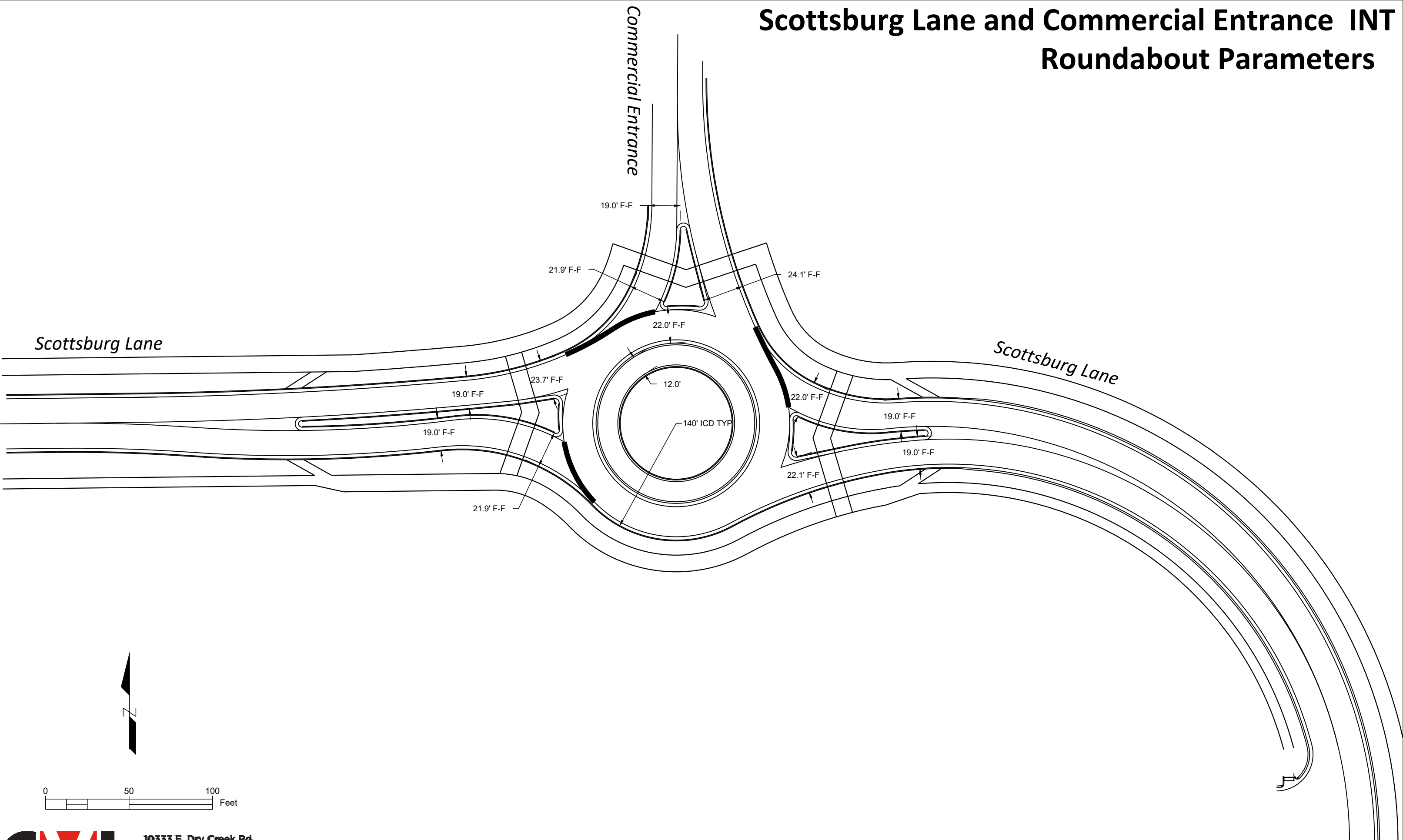
DATE: 7-9-21

NAME:

RYAN BETKER

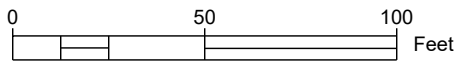
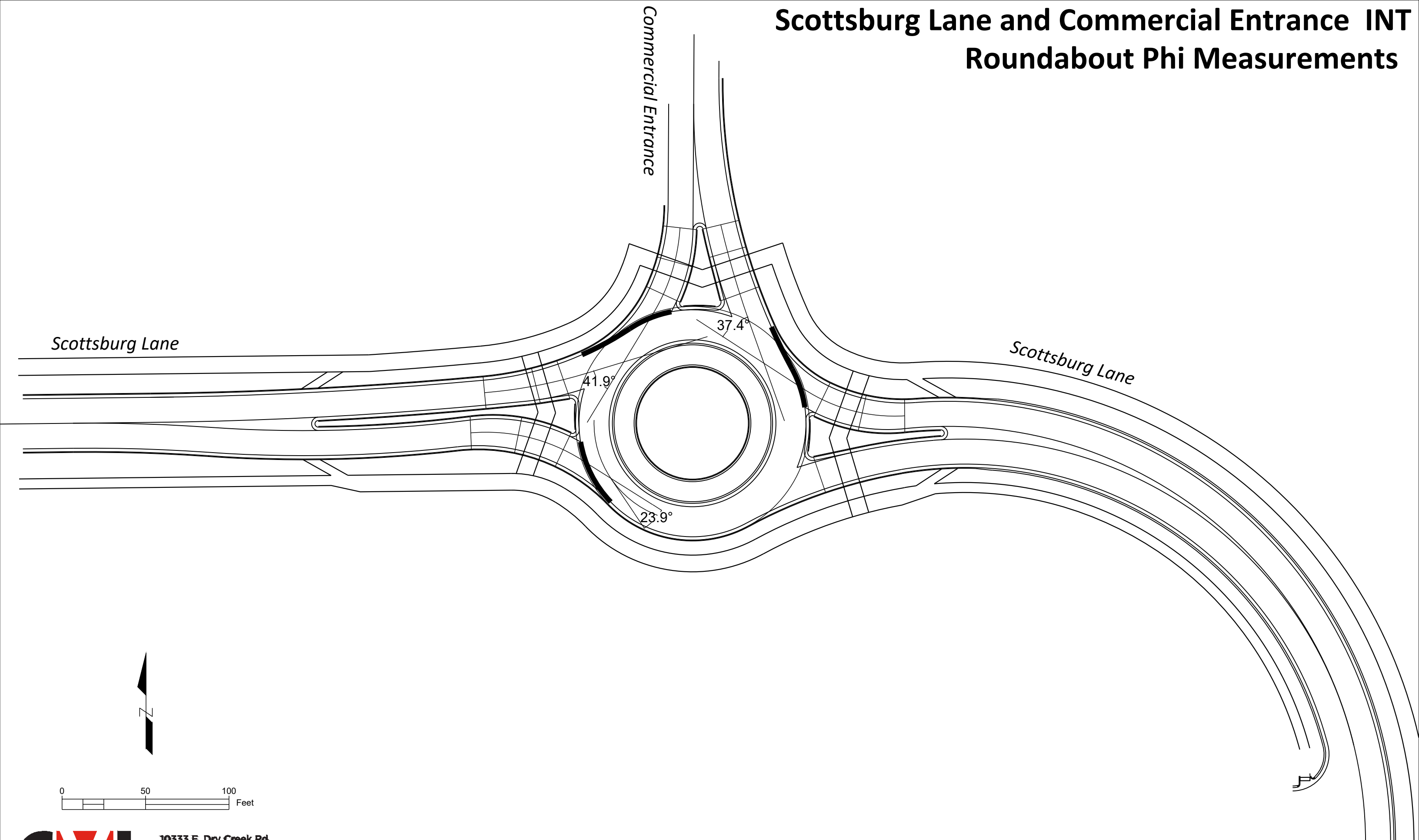
The reviewer's signature on this document indicates that the design has been reviewed and is in general compliance with good roundabout principals. The critical design elements have been addressed. The project design engineer in responsible charge of final plan development will stamp the plans when applicable.

# Scottsburg Lane and Commercial Entrance INT Roundabout Parameters

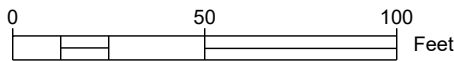
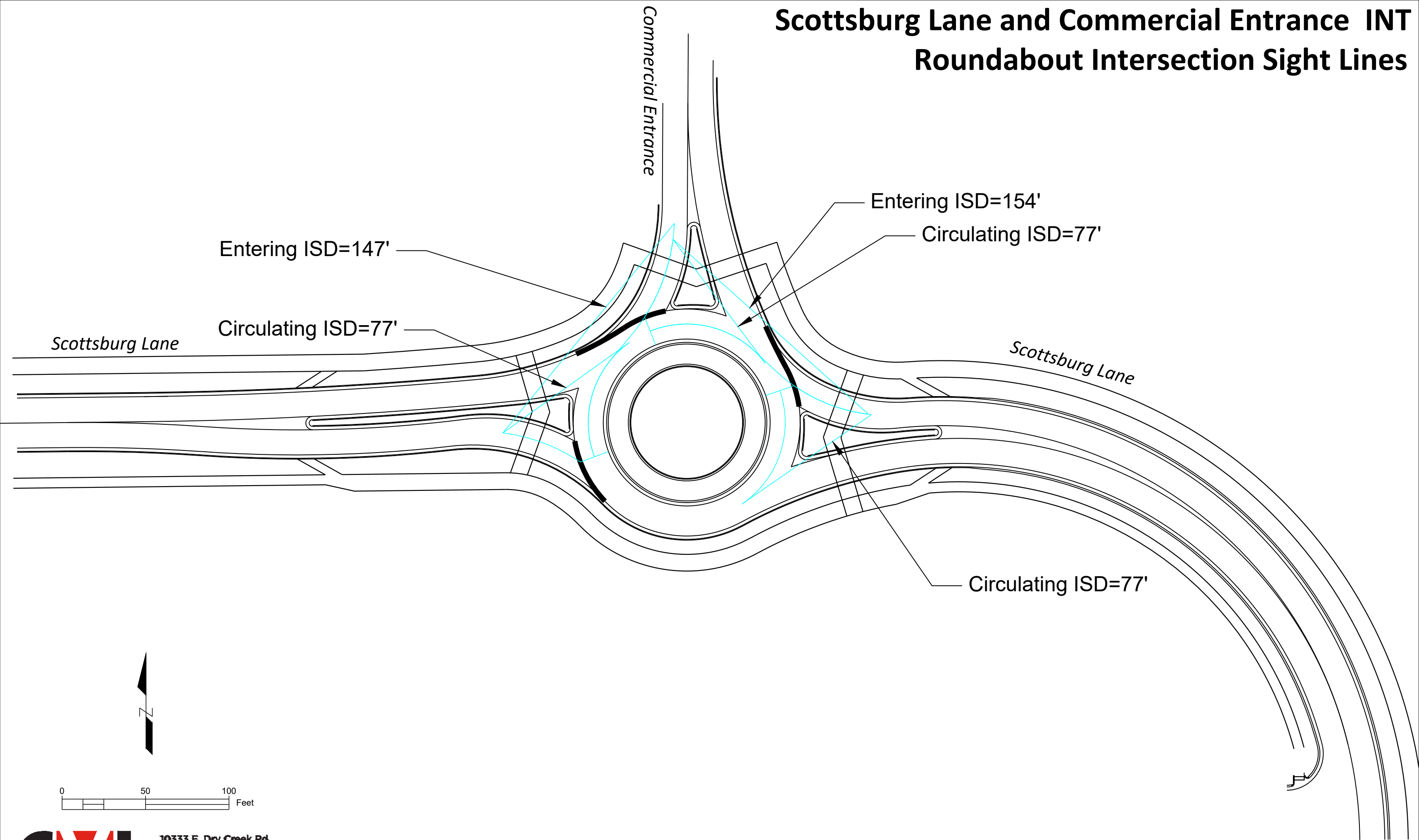


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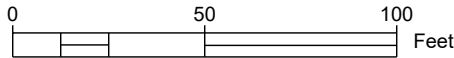
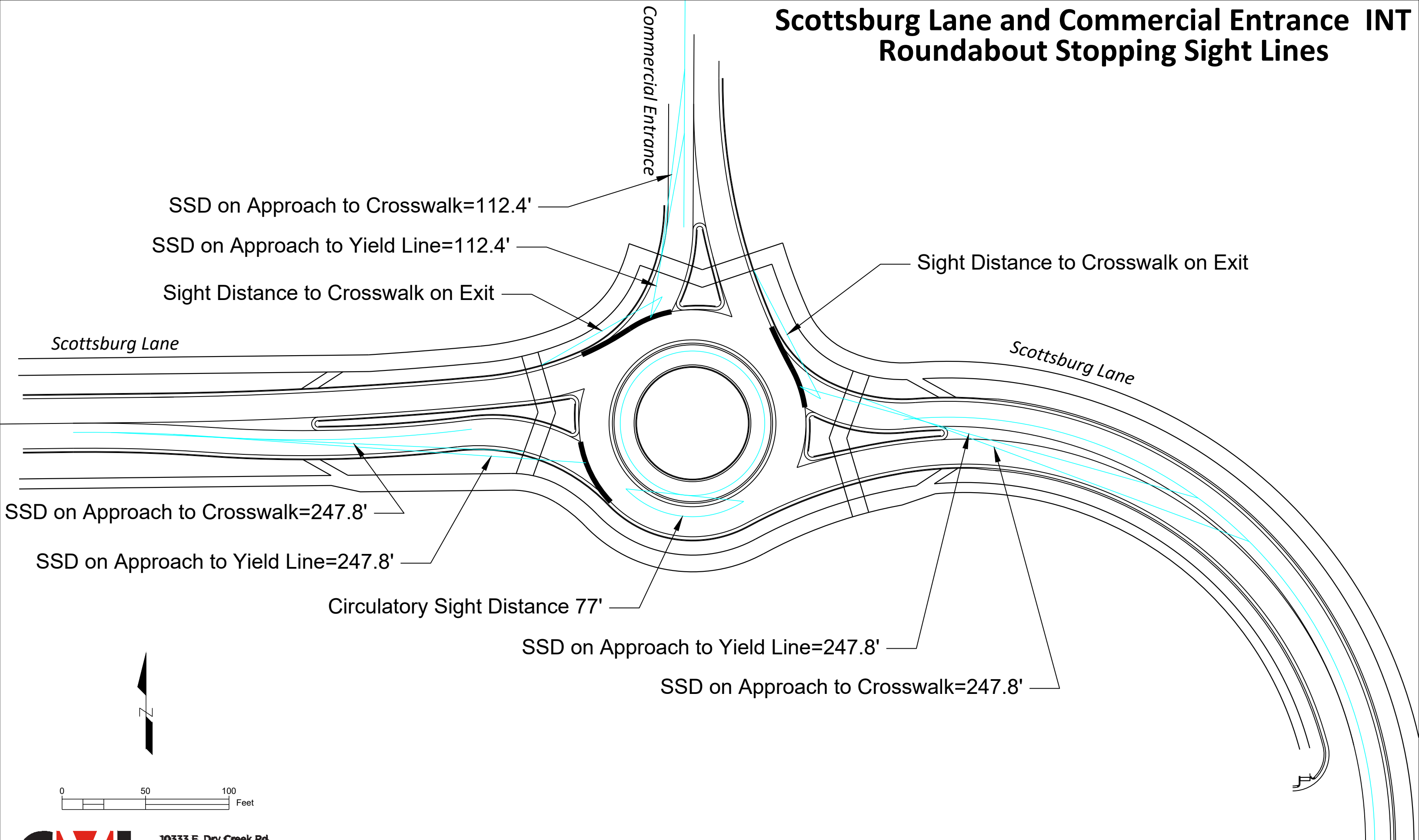
# Scottsburg Lane and Commercial Entrance INT Roundabout Phi Measurements



# Scottsburg Lane and Commercial Entrance INT Roundabout Intersection Sight Lines



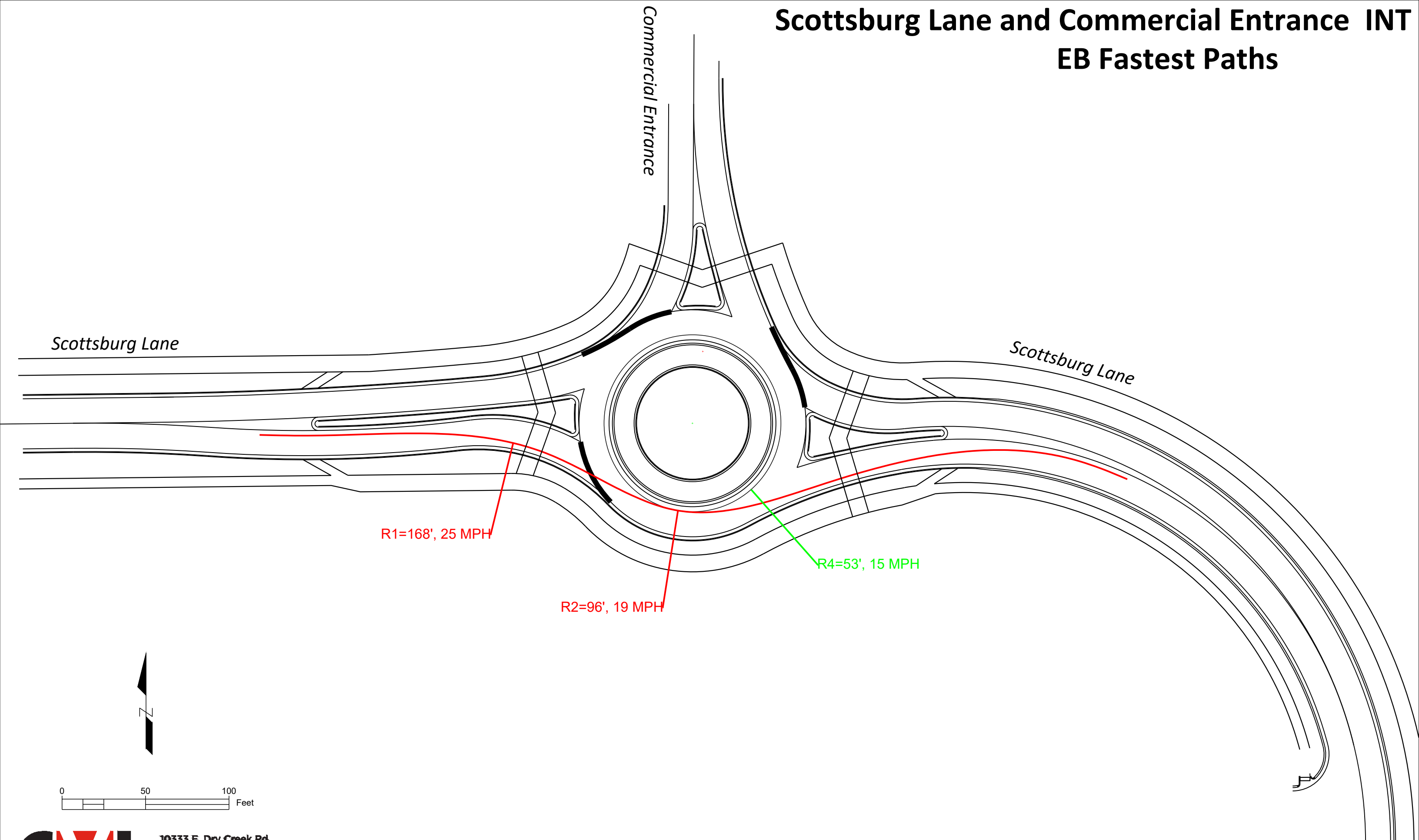
# Scottsburg Lane and Commercial Entrance INT Roundabout Stopping Sight Lines





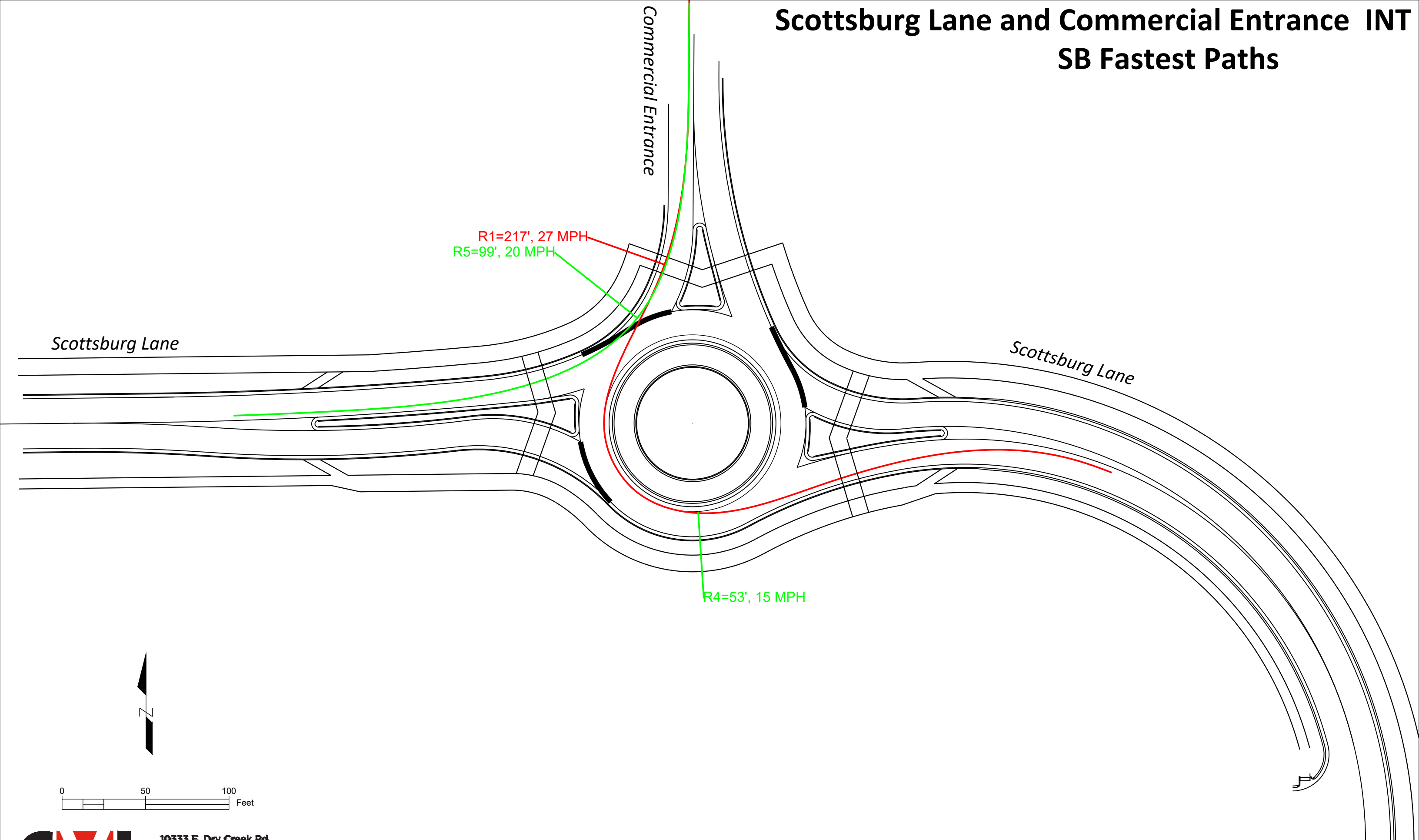
# Scottsburg Lane and Commercial Entrance INT

## EB Fastest Paths



# Scottsburg Lane and Commercial Entrance INT

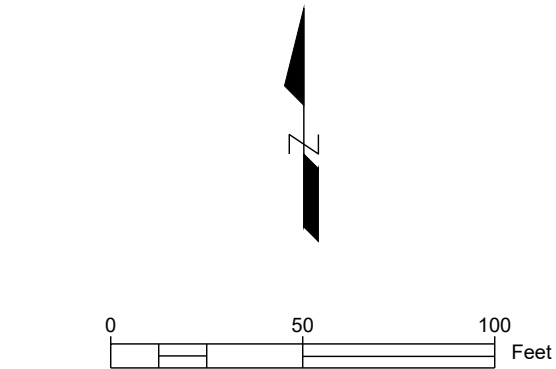
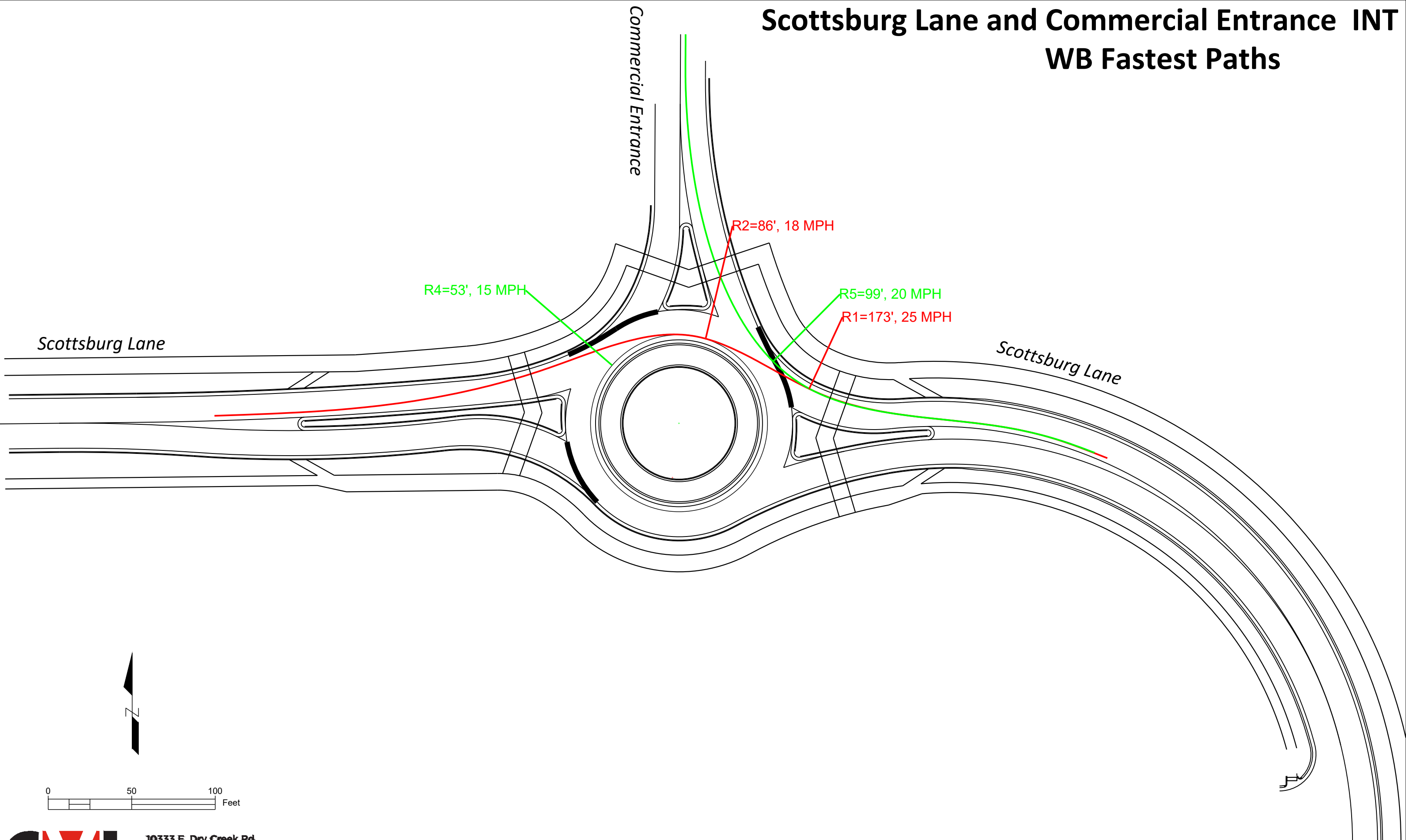
## SB Fastest Paths





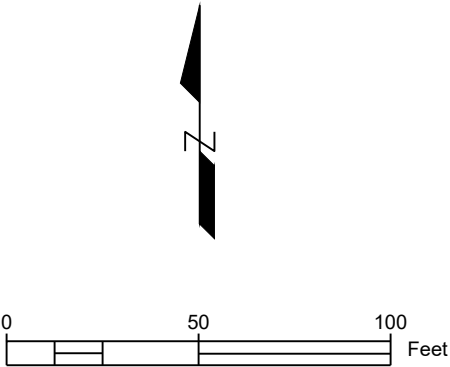
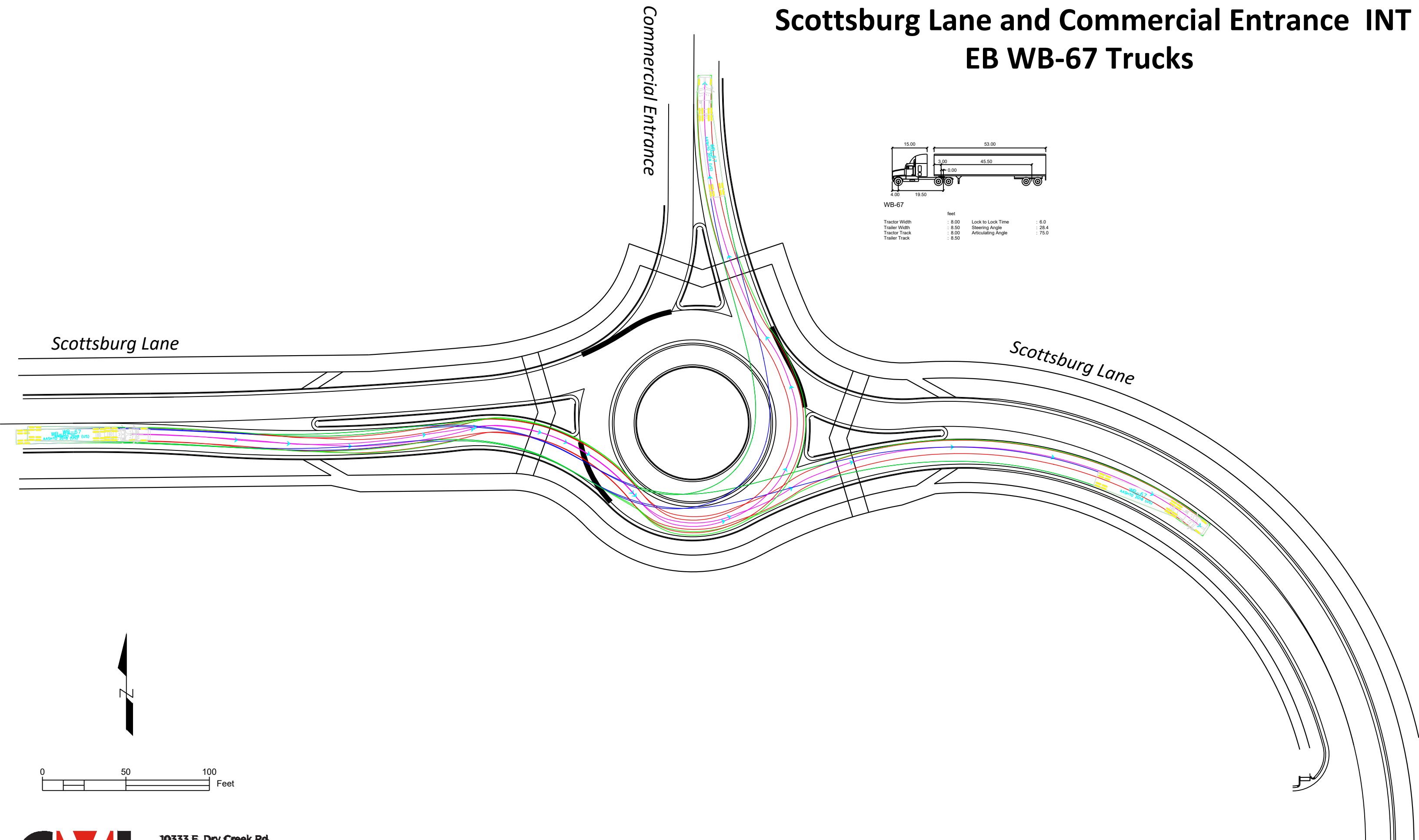
# Scottsburg Lane and Commercial Entrance INT

## WB Fastest Paths



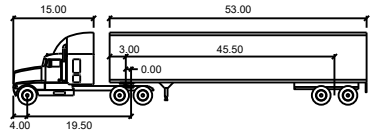
# Scottsburg Lane and Commercial Entrance INT

## EB WB-67 Trucks



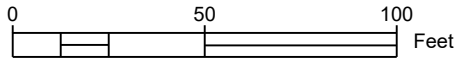
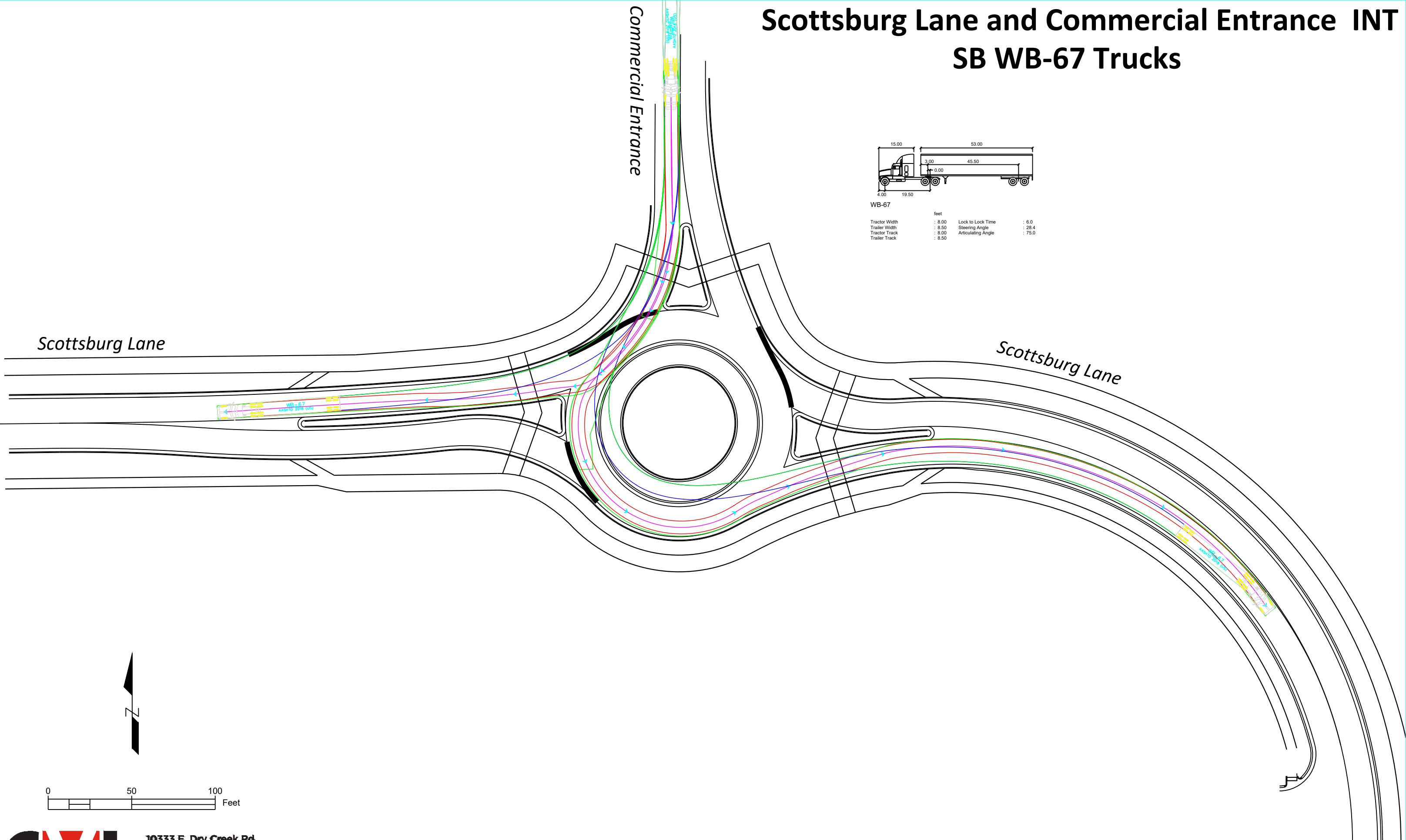
# Scottsburg Lane and Commercial Entrance INT

## SB WB-67 Trucks



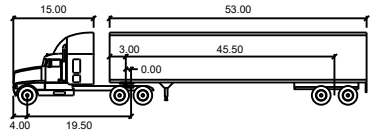
WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



# Scottsburg Lane and Commercial Entrance INT

## WB WB-67 Trucks



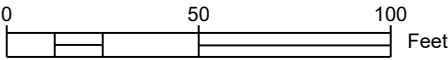
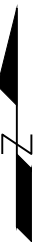
WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

Scottsburg Lane

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# Scottsburg Lane and Commercial Entrance INT

## FireTruck U-Turn Check

