BAKERSFIELD

PUBLIC WORKS DEPARTMENT
1501 TRUXTUN AVENUE
BAKERSFIELD, CALIFORNIA 93301
(661) 326-3724

RAUL M. ROJAS, DIRECTOR • CITY ENGINEER

May 24, 2006

Public and Private Sector Designers

Re: **Design Policy Directive**
New Standards for Roundabouts and Neo-Traditional Streets

Gentlemen:

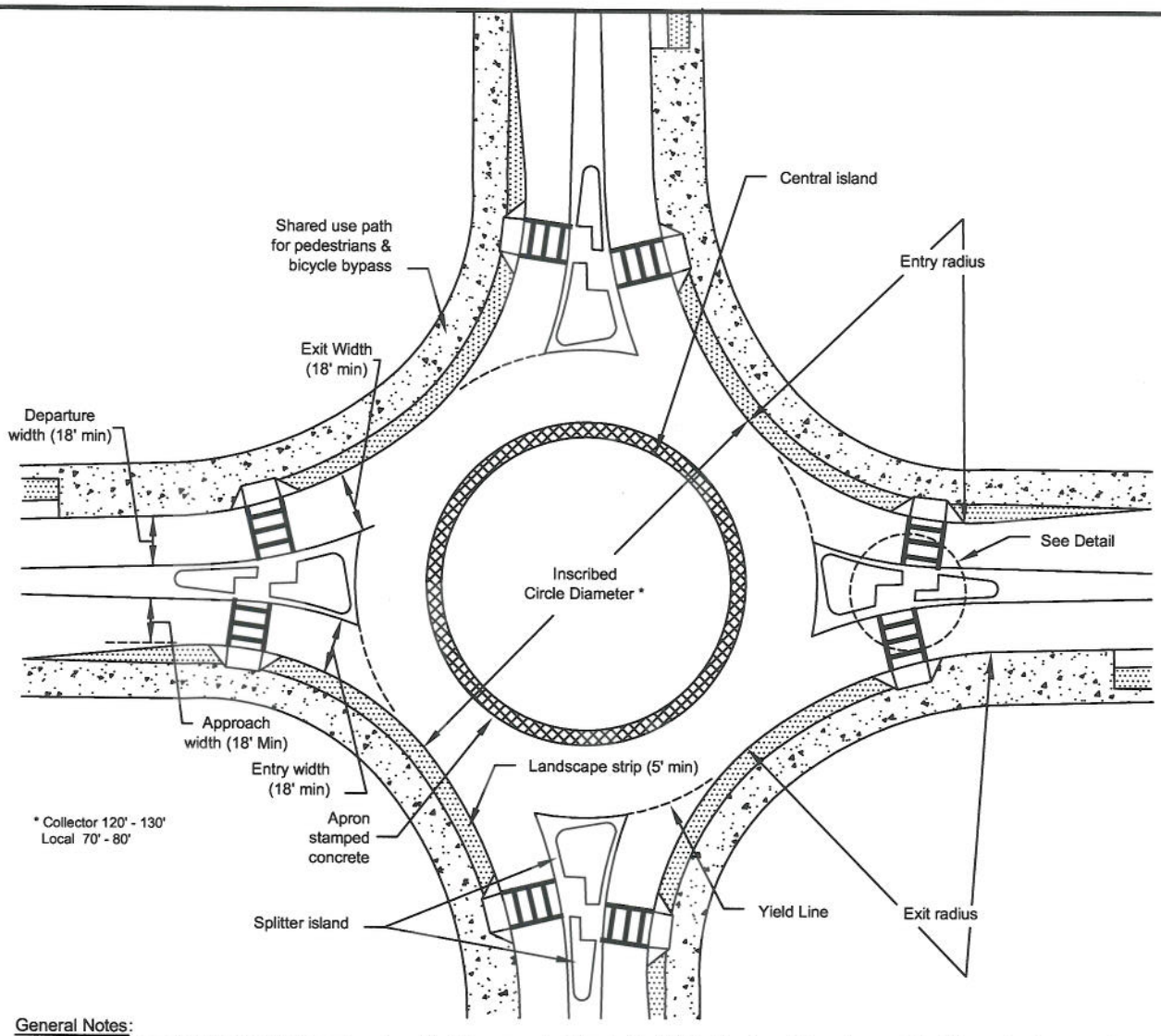
This department has developed two new standards for use in subdivision planning and design. Both the Roundabout standard (T-35) and Street Sections for Neo-Traditional Neighborhoods standard (ST-15-B) are attached for your information and use. Both standards have strict guidelines and may be used in limited cases as detailed on the standard.

Raul M. Rojas
Public Works Director

Copy: *Public Works Engineers*
Scott Blunck, Castle & Cooke

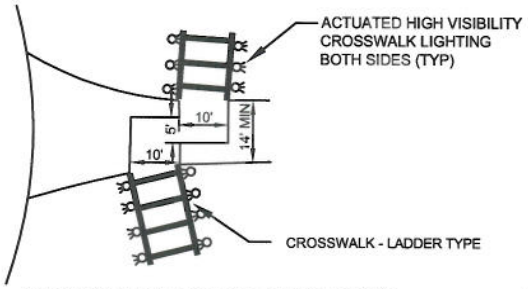
Attachment

G:\GROUPDAT\SUBDIV.MAN\Design_policy_roundabout_neostreet.doc



General Notes:

1. Proposed use of roundabout intersections is subject to approval of the Public Works Director. A formal request shall be made demonstrating that the intended locations satisfy these standard requirements
2. Each proposal shall be developed in accordance with the Federal Highway Administration's (FHWA) publication, *Roundabouts: An Informational Guide* (Guide) dated June 2000 or latest revision, the California Department of Transportation (Department) Design Information Bulletin (DIB), DIB 80-01, dated October 3, 2003 or latest revision, and these standards.
3. The DIB will govern where there are differences with the Guide. These standards will govern over both the DIB and the Guide.
4. Only single lane roundabouts will be allowed. These will only be permitted under the following conditions:
   a. Collector-Collector intersections where neither streets build-out volume exceeds 10,000 vehicles per day.
   b. Local street intersection on local collector streets, at a spacing of no closer than every other intersection.
   c. Peak hour approach volumes will not exceed 80% of approach capacity.
   d. Peak hour exit volumes will not exceed 80% of exit capacity.
5. Geometric Design for roundabouts shall be designed to include the following parameters:
   a. Design shall accommodate the more restrictive of either the largest City fire truck or garbage truck currently in the fleet, or the WB-50 design vehicle. Wheelpath plots shall be provided.
   b. Typical cross sections and traversable concrete truck aprons shall be in accordance with Fig. 3 of the DIB.
   c. Maximum design speed for the roundabout on Collectors shall be 20 MPH and on local streets shall be 15 MPH.
   d. Stopping sight distance shall be in accordance with the DIB & City Standards. Plots of sight line view sheds shall be provided.
   e. Bicycle entry ramp and shared use path shall be provided on Collector streets in accordance with the DIB to provide for cyclists who prefer not to use the circulatory roadway. In all cases, entry, exit and circulatory roadway widths shall be shareable and sufficient to accommodate cyclists.
   f. Transitions from standard street widths to & from the approaches shall be in accordance with City geometric design standards.
6. Signing, striping and marking shall be in accordance with the Federal Manual on Uniform Traffic Control Devices (MUTCD) and the State Supplement to the MUTCD. These shall be superseded by the California MUTCD once adopted. Crosswalks shall be 12 feet wide ladder type as discussed in the DIB. The Circular Intersection (W2-6) symbol sign shall be installed in advance of the roundabout.



CROSSWALK SPLITTER ISLAND DETAIL

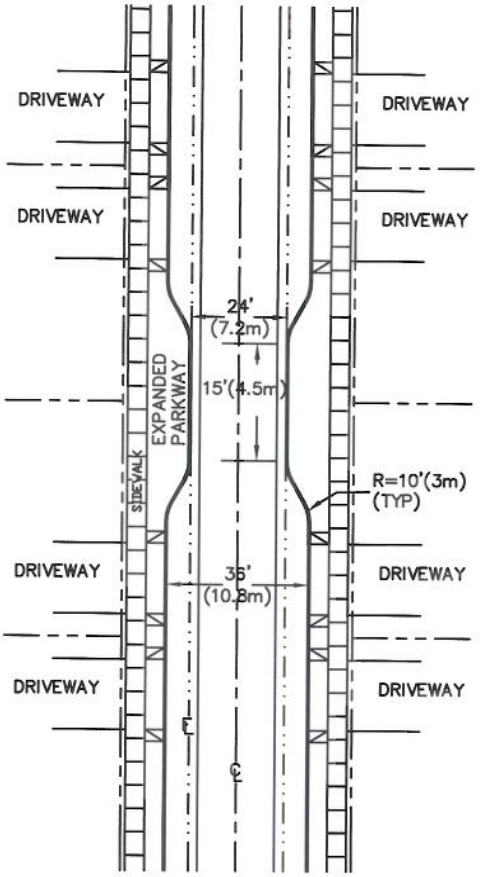
T-35.DWG

STANDARD
ROUNDABOUT

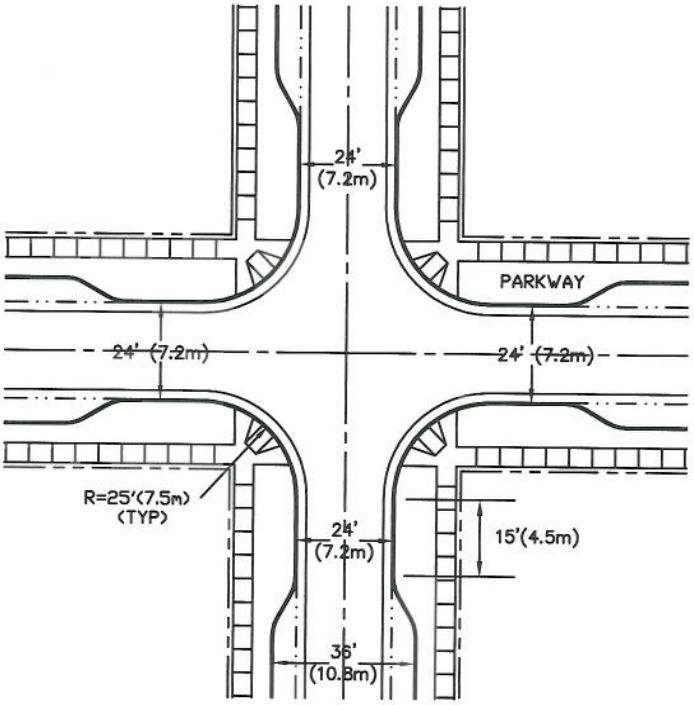
DATE 05/06
DRAWN BJD
CHECKED BJD
SCALE NTS
SHEET NO. T-35

APPROVED
CITY ENGINEER

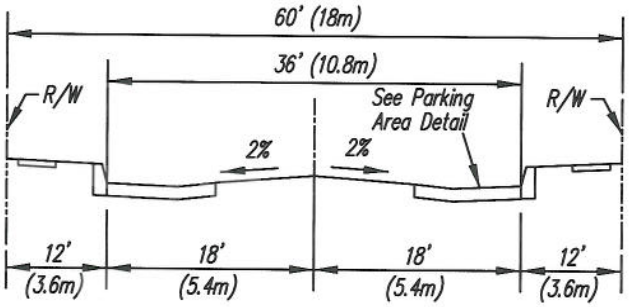
CITY OF BAKERSFIELD
CALIFORNIA
PUBLIC WORKS DEPARTMENT



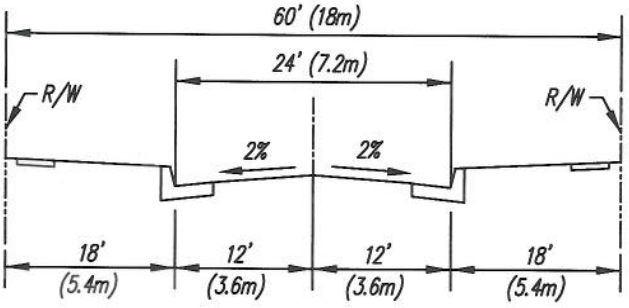
Plan View
Detail for Typical Street



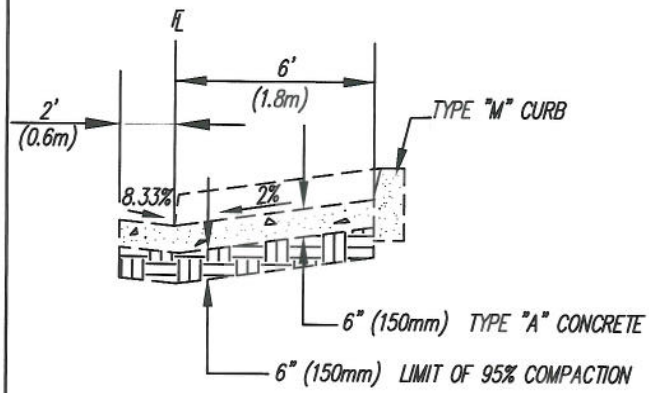
Detail for Reduced
Widths at Intersections



LOCAL STREET
Wide section – PARKING ALLOWED



LOCAL STREET
Narrowed section – NO PARKING



DETAIL
PARKING AREA

NOTES:

1. When conditions require opposite gutters to be at different elevations, the cross slopes shall not vary from the standard slopes by more than 0.5%.

2. Any deviation from the tolerances contained herein must be approved by the City Engineer.

3. Neo-traditional street design is permitted only under limited circumstances where all the following conditions are met:
   (1) Vehicular traffic is expected to be less than 500 veh/day
   (2) The street system follows an acceptable grid design
   (3) The zoning is single family residential
   (4) Expressed written permission is obtained from the City Engineer
   (5) Standard type sidewalk is required.
   (6) No more than 100 lots within a single subdivision.
   (7) Narrowings shall be spaced between every 4 to 8 lots

FILENAME: ST-15-B

APPROVED
CITY ENGINEER

STANDARD
LOCAL STREET CROSS SECTIONS Neo-Traditional Neighborhood Design

CITY OF BAKERSFIELD
CALIFORNIA
PUBLIC WORKS DEPARTMENT

DATE	4/28/04
DRAWN	BJD
CHECKED	M. SHAW
SCALE	N.T.S.
SHEET NO.	ST-15-B