



NOTES:

1. 15' CURB RADIUS IS TYPICAL. LARGER CURB RADIUS LIKE 30' SHALL ONLY BE USED AT INTERSECTIONS WITH RECORDED HIGH VOLUMES OF TRUCK, BUS, AND LARGE VEHICLE TURNING MOVEMENTS.
2. MOUNTABLE CURB PER ODOT RD700 SHALL ONLY BE USED ON THE STREET EDGE OF THE ISLAND BETWEEN THE PROTECTED BIKE PATHS. "E" AS SPECIFIED.
3. FLARES SHALL BE PROVIDED IN AREAS WITH RECORDED HIGH VOLUMES OF TRUCK, BUS, AND LARGE VEHICLE TURNING MOVEMENTS. WHERE THESE TURNING MOVEMENTS ARE NOT COMMON, PROVIDE TYPICAL RETURN CURBS. MAXIMUM FLARE SLOPE = 7.5% PLUS/MINUS RUNNING STREET SLOPE
4. IN AREAS WHERE FLARES ARE PROVIDED TO ACCOMMODATE TURNING MOVEMENTS, THE PROTECTIVE ISLAND SHALL BE CONSTRUCTED OF CONCRETE. IN ALL OTHER AREAS, IT MAY BE PLANTED WITH LOW-GROWING SHRUBS AND GRASSES.
5. TYPICAL SEPARATED BIKE PATH STREET PAVEMENT SECTION SHOWN IN DETAIL WL-RD755A SHALL NARROW APPROXIMATELY 10' AT INTERSECTIONS TO ACCOMMODATE ADA SIDEWALK RAMPS.

LEGEND:

- # = CURB EXPOSURE IN INCHES
- S# = SLOPED CURB EXPOSED IN INCHES (SEE WL-RD700)
- [Cross-hatched box] = ACCESSIBLE TURNING SPACE (6' X 6' TYP. (5' X 5' MIN.), MAX. 2% CROSS-SLOPE)
- [Dotted box] = TRUNCATED DOMES (MINIMUM 2' IN DIRECTION OF TRAVEL)
- [Concrete texture box] = CONCRETE SIDEWALK SURFACE
- [Asphalt texture box] = ASPHALT SEPARATED BIKE PATH SURFACE

Standard Drawing No.
WL-RD755B

Effective Date:
X/XX/XXXX

Title:
SEPARATED BIKE PATH AT INTERSECTION
COLLECTOR

Approved: [Signature]
City Engineer

CITY OF
West Linn
PUBLIC WORKS DEPARTMENT - STANDARD DRAWINGS
22500 Salamo Road, West Linn OR 97068
Phone: 503-722-5500
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NOTE:
All material and workmanship shall be in accordance with the City of West Linn Standard Construction Specifications.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

File
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