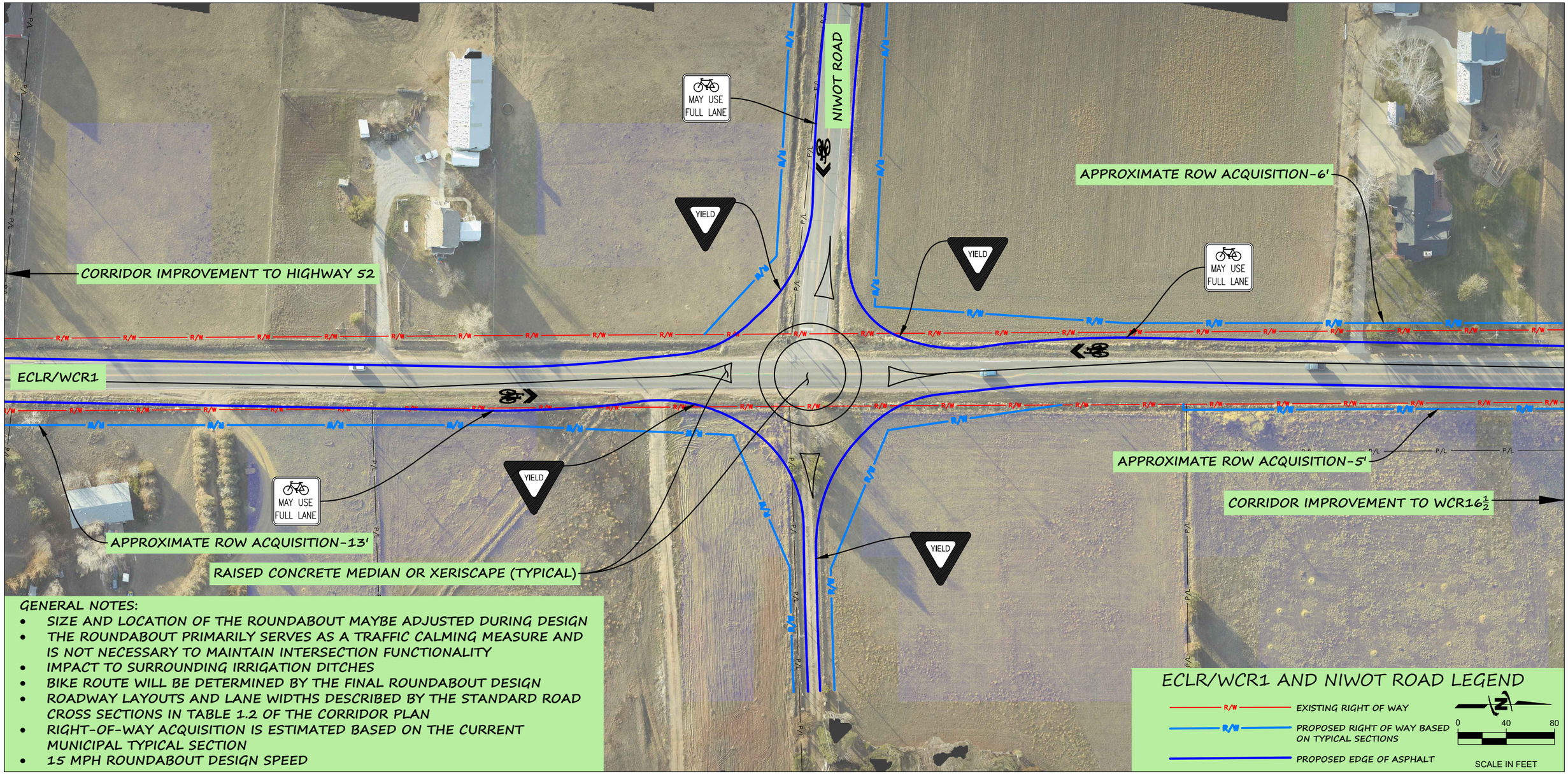

GENERAL NOTES:

- SIZE AND LOCATION OF THE ROUNDABOUT MAYBE ADJUSTED DURING DESIGN
- THE ROUNDABOUT PRIMARILY SERVES AS A TRAFFIC CALMING MEASURE AND IS NOT NECESSARY TO MAINTAIN INTERSECTION FUNCTIONALITY
- IMPACT TO SURROUNDING IRRIGATION DITCHES
- BIKE ROUTE WILL BE DETERMINED BY THE FINAL ROUNDABOUT DESIGN
- ROADWAY LAYOUTS AND LANE WIDTHS DESCRIBED BY THE STANDARD ROAD CROSS SECTIONS IN TABLE 1.2 OF THE CORRIDOR PLAN
- RIGHT-OF-WAY ACQUISITION IS ESTIMATED BASED ON THE CURRENT MUNICIPAL TYPICAL SECTION
- 15 MPH ROUNDABOUT DESIGN SPEED

ECLR/WCR1 AND NIWOT ROAD LEGEND

R/W — EXISTING RIGHT OF WAY

R/W — PROPOSED RIGHT OF WAY BASED ON TYPICAL SECTIONS

PROPOSED EDGE OF ASPHALT

N

0 40 80

SCALE IN FEET