Appendix M. Turning Templates
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### Intersection: 1 - Broadway and Vancouver/F-5

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>P</th>
<th>F-450</th>
<th>SU-30</th>
<th>BUS</th>
<th>Fire Truck¹</th>
<th>WB-40</th>
<th>WB-67</th>
</tr>
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<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
</tr>
<tr>
<td>LT - WB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A-CF¹</td>
<td></td>
<td>A-CF²</td>
</tr>
<tr>
<td>RT - SB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A-LF¹</td>
</tr>
</tbody>
</table>

**Notes:**
1. T-1 Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft
3. Smaller vehicle listed is using the curb (inside) lane unless otherwise noted.

### Design Vehicle Movements:

- **LL** = Lane to Lane - Stays in curb lane of exiting street. Turns into curb lane of entering street.
- **LC** = Lane to Centerline - Stays in curb lane of exiting street. Uses half of entering street; does not cross centerline of entering street.
- **LF** = Lane to Full Street - Stays in curb lane of exiting street. Uses full width of entering street.
- **CL** = Centerline to Lane - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses half of entering street; does not cross centerline of entering street.
- **CC** = Centerline to Centerline - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses half of entering street; does not cross centerline of entering street.
- **CF** = Centerline to Full - Swings wide to use full width of exiting street before turning; does not cross centerline of exiting street. Uses full width of entering street.
- **FL** = Full to Lane - Swings wide to use full width of exiting street before turning. Turns into curb lane of entering street.
- **FC** = Full to Centerline - Swings wide to use full width of exiting street before turning. Uses half of entering street; does not cross centerline of entering street.
- **FF** = Full to Full - Swings wide to use full width of exiting street before turning. Uses full width of entering street.

### Street Information:

- **Posted Speed:**
  - Broadway: 30 mph
  - Williams: 25 mph

- **Street Classification:**
  - Broadway: Civic Main Street
  - Vancouver: Community Corridor

- **Transit Classification:**
  - Broadway: Major City Traffic Street
  - Vancouver: Major Transit Priority Street

- **Freight Route:**
  - Broadway: Major Truck Street
  - Vancouver: Local Service Truck Street

- **Emergency Response Class:**
  - Broadway: Major Emergency Response
  - Vancouver: Minor Emergency Response

- **Bicycle Classification:**
  - Broadway: Major City Bikeway
  - Vancouver: Major City Bikeway

### CAD File:

- AutoTurn_J5_RoseQuarter.dgn
- Level Naming Convention: `<INTERSECTION>`, `<VEHICLE-TYPE>`, `<LT or RT>`, `<DEPARTURE DIRECTION>`, `<EX or PR>`

### Color Code:

- Ext design vehicle is only accommodated in proposed design
- Existing vehicle and proposed vehicle are same with minor changes
- No Change
- Improved
- Existing movement is prohibited by proposed design

### Source:

[http://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=d1d5e545c964460b11990327777f72b](http://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=d1d5e545c964460b11990327777f72b)
### Intersection

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>P</th>
<th>F-450</th>
<th>SU-30</th>
<th>BUS</th>
<th>Fire Truck</th>
<th>WB-40</th>
<th>WB-67</th>
</tr>
</thead>
<tbody>
<tr>
<td>RT - WB (I-5)</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
</tr>
<tr>
<td>RT - WB (Williams)</td>
<td>Existing</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
</tr>
<tr>
<td>LT - WB (Side by Side)</td>
<td>Existing</td>
<td>Existing</td>
<td>T-LL</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
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<td>Proposed</td>
<td>Existing</td>
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<td>Proposed</td>
<td>Existing</td>
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</table>

Notes:
1. T-5 Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft.
3. Smaller vehicle listed is using the curb (inside) lane unless otherwise noted.

### Design Vehicle Movements:

#### LL = Lane to Lane - Stays in curb lane of exiting street. Turns into curb lane of entering street.

#### LC = Lane to Centerline - Stays in curb lane of exiting street. Uses half of entering street; does not cross centerline of entering street.

#### LF = Lane to Full Street - Stays in curb lane of exiting street. Uses full width of entering street.

#### CL = Centerline to Lane - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street.

#### CF = Centerline to Full - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street.

#### CC = Centerline to Centerline - Swings wide to use half width of exiting street before turning; does not cross centerline of entering street.

#### GC = Centerline to Full - Swings wide to use full width of exiting street before turning; does not cross centerline of entering street.

#### FL = Full to Lane - Swings wide to use full width of exiting street before turning. Turns into curb lane of entering street.

#### FC = Full to Centerline - Swings wide to use full width of exiting street before turning. Uses half of entering street; does not cross centerline of entering street.

#### FF = Full to Full - Swings wide to use full width of exiting street before turning. Uses full width of entering street.

### Street Information:

- **Posted Speed:**
  - Broadway: 30 mph
  - Williams: 25 mph

- **Street Classification:**
  - Broadway: Civic Main Street
  - Williams: Community Corridor

- **Transit Classification:**
  - Broadway: Major Transit Priority
  - Williams: Major Transit Priority

- **Freight Route:**
  - Broadway: Major Truck Street
  - Williams: Local Service Truck Street

- **Emergency Response Class:**
  - Broadway: Major Emergency Response
  - Williams: Major Emergency Response

- **Bicycle Classification:**
  - Broadway: Major City Bikeway
  - Williams: Major City Bikeway

### CAD File:

- AutoTurn_15_RoseQuarter.dgn

- Level Naming Convention: `<INTERSECTION>_<VEHICLE-TYPE>_LT or RT_<_DEPARTURE DIRECTION>_EX or FR`

### Source:

- http://dxs.mapgis.com/apps/webappviewer/index.html?id=1ed6b515a644a36e611993227707776
<table>
<thead>
<tr>
<th>Intersection</th>
<th>3 - Broadway and Victoria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle</strong></td>
<td><strong>P</strong></td>
</tr>
<tr>
<td><strong>Turning Movement</strong></td>
<td><strong>Existing</strong></td>
</tr>
<tr>
<td>RT - WB</td>
<td></td>
</tr>
<tr>
<td>RT - SB</td>
<td></td>
</tr>
<tr>
<td>LT - NB (Side by Side)²</td>
<td></td>
</tr>
<tr>
<td>LT - NB</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. T-1 Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft
3. Smaller vehicle listed is using the curb (inside) lane unless otherwise noted.

**COLOR CODES**
- Ext design vehicle is only accommodated in proposed design
- Ext vehicle and proposed vehicle are same with minor changes
- No Change
- Improved
- Existing movement is prohibited by proposed design

**LEGEND**
- Y = vehicle can negotiate the turning movement
- N = vehicle cannot negotiate the turning movement
- A = design movement can be accommodated by overswinging - see Design Vehicle Movements nomenclature.
- NC = no change proposed from existing condition
- NA = turning movement is not applicable for vehicle
- **-** = turning movement not run because existing turning movement is not possible

**Street Information:**
- **Posted Speed:** Broadway: 30 mph, Victoria: 25 mph
- **Street Classification:** Broadway: Civic Main Street, Victoria: Local Street
- **Transit Classification:** Broadway: Major Transit Priority, Victoria: Local Service Transit Street
- **Freight Route:** Broadway: Major Truck Street, Victoria: Local Service Truck Street
- **Emergency Response Class:** Broadway: Major Emergency Response, Victoria: Minor Emergency Response
- **Bicycle Classification:** Broadway: Major City Bikeway, Victoria: Local Service Bikeway


**CAD file:** AutoTurn_15_RoseQuarter.dgn
**Level Naming Convention:** <INTERSECTION> <VEHICLE-TYPE> <LT or RT> <DEPARTURE DIRECTION> <EX or PR>

**Design Vehicle Movements:**
- **LL** = Lane to Lane - Stays in curb lane of exiting street. Turns into curb lane of entering street.
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- **CF** = Centerline to Full - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses full width of entering street.
- **FL** = Full to Lane - Swings wide to use full width of exiting street before turning. Turns into curb lane of entering street.
- **FC** = Full to Centerline - Swings wide to use full width of exiting street before turning. Uses half of entering street; does not cross centerline of entering street.
- **FF** = Full to Full - Swings wide to use full width of exiting street before turning. Uses full width of entering street.

*All movements are assumed to not encroach into existing parking lanes. Any proposed parking removal must be noted.

**EXAMPLE:**
- **NB LT:** Transit 408 bus LC, WB-67 FF
- **NB RT:** SU-30 LL, WB-67 FF
### Intersection: 4 - Weidler and Victoria

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>P</th>
<th>F-450</th>
<th>SU-30</th>
<th>BUS</th>
<th>Fire Truck&lt;sup&gt;1&lt;/sup&gt;</th>
<th>WB-40</th>
<th>WB-67</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turning Movement</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
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<td>Existing</td>
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<tr>
<td>LT - EB</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>RT - NB (Side by Side)&lt;sup&gt;3&lt;/sup&gt;</td>
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<td></td>
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</tbody>
</table>

**Notes:**
1. T-3 Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft
3. Smaller vehicle listed is using the curb (inside) lane unless otherwise noted.

### Design Vehicle Movements:

- **LL** = Lane to Lane - Stays in curb lane of exiting street. Turns into curb lane of entering street.
- **LC** = Lane to Centerline - Stays in curb lane of exiting street. Uses half of entering street; does not cross centerline of entering street.
- **LF** = Lane to Full Street - Stays in curb lane of exiting street. Uses full width of entering street.
- **CL** = Centerline to Lane - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Turns into curb lane of entering street.
- **CC** = Centerline to Centerline - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses half of entering street; does not cross centerline of entering street.
- **CF** = Centerline to Full - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses full width of entering street.
- **FL** = Full to Lane - Swings wide to use full width of exiting street before turning. Turns into curb lane of entering street.
- **FC** = Full to Centerline - Swings wide to use full width of exiting street before turning. Uses half of entering street; does not cross centerline of entering street.
- **FF** = Full to Full - Swings wide to use full width of exiting street before turning. Uses full width of entering street.

**Source:** [http://dep.maps.arcgis.com/apps/webappviewer/index.html?id=63d5b55c4f0f119532d710f7f21b](http://dep.maps.arcgis.com/apps/webappviewer/index.html?id=63d5b55c4f0f119532d710f7f21b)

**CAD File:** AutoTurn_J5_RoseQuarter.dgn

**Level Naming Convention:** `<INTERSECTION> <VEHICLE-TYPE> <LT or RT> <DEPARTURE DIRECTION> <EX or PR>`
### Intersection: S - Weidler and Williams/1-5

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<th>Fire Truck</th>
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<td>Turning Movement</td>
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<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
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<tr>
<td>LT - SB</td>
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</table>

**Notes:**
1. T-t Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft
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### Legend
- Y = vehicle can negotiate the turning movement
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### Street Information:

<table>
<thead>
<tr>
<th>Property</th>
<th>Weidler</th>
<th>Williams</th>
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</thead>
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<td>Posted Speed</td>
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<tr>
<td>Street Classification</td>
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<td>Williams: Community Corridor</td>
</tr>
<tr>
<td>Transit Classification</td>
<td>Weidler: Major Transit Priority</td>
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</tr>
<tr>
<td>Freight Route</td>
<td>Weidler: Major Truck Street</td>
<td>Williams: Local Service Truck Street</td>
</tr>
<tr>
<td>Emergency Response Class</td>
<td>Weidler: Major Emergency Response</td>
<td>Williams: Minor Emergency Response</td>
</tr>
<tr>
<td>Bicycle Classification</td>
<td>Weidler: Major City Bikeway</td>
<td>Williams: Major City Bikeway</td>
</tr>
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</table>

### Source:
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### CAD File:
AutoTurn_15_RoseQuarter.dgn

**Level Naming Convention:** `<INTERSECTION>`, `<VEHICLE-TYPE>`, `<LT or RT>`, `<DEPARTURE DIRECTION>`, `<EX or PR>`

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*All movements are assumed to not encroach into existing parking lanes. Any proposed parking removal must be noted.*

**EXAMPLE:**
- **NB LT:** Timet 40ft bus LC, WB-67 FF
- **NB RT:** SU-30 LL, WB-67 FF
### Intersection: 6 - Weidler and Vancouver

<table>
<thead>
<tr>
<th>Turning Movement</th>
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<th>F-450</th>
<th>SU-30</th>
<th>BUS</th>
<th>Fire Truck&lt;sup&gt;3&lt;/sup&gt;</th>
<th>WB-40</th>
<th>WB-67</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
</tr>
<tr>
<td>RT - EB&lt;sup&gt;1&lt;/sup&gt;</td>
<td>A-CL&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
<td>A-CL&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
<td>A-CL&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
<td>A-CL&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td>RT - NB (Side by Side)&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>Y-L&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>A-CL&lt;sup&gt;2&lt;/sup&gt;</td>
<td>A-CL&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

**Notes:**
1. T-3 Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft
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**Legends:**
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- NC = no change proposed from existing condition
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**Street Information:**

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Posted Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weidler: Civic Corridor</td>
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<tr>
<td>Vancouver: Community Corridor</td>
<td></td>
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<tr>
<td>Weidler: Major Transit Priority</td>
<td></td>
</tr>
<tr>
<td>Vancouver: Major Transit Priority</td>
<td></td>
</tr>
<tr>
<td>Weidler: Major Truck Street</td>
<td></td>
</tr>
<tr>
<td>Vancouver: Local Service Truck Street</td>
<td></td>
</tr>
<tr>
<td>Weidler: Major Emergency Response</td>
<td></td>
</tr>
<tr>
<td>Vancouver: Minor Emergency Response</td>
<td></td>
</tr>
<tr>
<td>Weidler: Major City Bikeway</td>
<td></td>
</tr>
<tr>
<td>Vancouver: Major City Bikeway</td>
<td></td>
</tr>
</tbody>
</table>

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**Color Code**
- Ext design vehicle is only accommodated in proposed design
- Ext vehicle and proposed vehicle are same with minor changes
- No Change
- Improved
- Existing movement is prohibited by proposed design

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**Design Vehicle Movements:**
- LL = Lane to Lane - Stays in curb lane of exiting street. Turns into curb lane of entering street.
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- FF = Full to Full - Swings wide to use full width of exiting street before turning. Uses full width of entering street.

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**Source:**
[http://ndx.maps.arcgis.com/apps/webappviewer/index.html?id=1d5e545a46a63132d70bf70ff](http://ndx.maps.arcgis.com/apps/webappviewer/index.html?id=1d5e545a46a63132d70bf70ff)

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**CAD file:**
AutoTurn_05_RoseQuarter.dgn

**Level Naming Convention:**
- `<INTERSECTION>`, `<VEHICLE-TYPE>`, `<LT or RT>`, `<DEPARTURE_DIRECTION>`, `<EX or PR>`

**Example:**
- NB LT: Trimed 408 bus L.C. WB-67 FF
- NB RT: SU-30 LL, WB-67 FF
### Intersection

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>P</th>
<th>F-450</th>
<th>SU-30</th>
<th>BUS</th>
<th>Fire Truck</th>
<th>WB-40</th>
<th>WB-67</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turning Movement</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing</td>
</tr>
<tr>
<td>LT - NB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A CF</td>
<td></td>
<td></td>
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<tr>
<td>RT - NB</td>
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<td>A CF</td>
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</tr>
<tr>
<td>LT - EB</td>
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<td></td>
<td>A CF</td>
<td></td>
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</tr>
<tr>
<td>RT - WB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A CF</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. T-1 Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft
3. Smaller vehicle listed is using the curb (inside) lane unless otherwise noted.

### Street Information:

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
</table>
| Posted Speed | Williams: 25 mph  
Hancock: 20 mph |
| Street Classification | Williams: Community Corridor  
Hancock: Local Street |
| Transit Classification | Williams: Major Transit Priority  
Hancock: Local Service Transit Street |
| Freight Route | Williams: Local Service Truck Street  
Hancock: Local Service Truck Street |
| Emergency Response Class | Williams: Minor Emergency Response  
Hancock: Minor Emergency Response |
| Bicycle Classification | Williams: Major City Bikeway  
Hancock: Local Service Bikeway |

### Design Vehicle Movements:

- **LL** = Lane to Lane - Stays in curb lane of exiting street. Turns into curb lane of entering street.
- **LC** = Lane to Centerline - Stays in curb lane of exiting street. Uses half of entering street; does not cross centerline of entering street.
- **LF** = Lane to Full Street – Stays in curb lane of exiting street. Uses full width of entering street.
- **CL** = Centerline to Lane - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Turns into curb lane of entering street.
- **CC** = Centerline to Centerline - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses half of entering street; does not cross centerline of entering street.
- **CF** = Centerline to Full - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses full width of entering street.
- **FL** = Full to Lane - Swings wide to use full width of exiting street before turning. Turns into curb lane of entering street.
- **FC** = Full to Centerline - Swings wide to use full width of exiting street before turning. Uses half of entering street; does not cross centerline of entering street.
- **FF** = Full to Full - Swings wide to use full width of exiting street before turning. Uses full width of entering street.

* All movements are assumed to not encroach into existing parking lanes. Any proposed parking removal must be noted.

**EXAMPLE:**
- **NB LT**: Timet 40ft bus LC, WB-67 FF
- **NB RT**: SU-30 LL, WB-67 FF

### Source:
http://idx.maps.arcgis.com/apps/webappviewer/index.html?id=d1d5e545a6a436fb119932df7df7f2f

### CAD File:
AutoTurn_J5_RoseQuarter.dgn

Level Naming Convention: `<INTERSECTION>N`, `<VEHICLE-TYPE>`, `<LT or RT>`, `<DEPARTURE DIRECTION>`, `<EX or PR>`
### Design Vehicle Movements:

**LL** = Lane to Lane - Stays in curb lane of exiting street. Turns into curb lane of entering street.

**LC** = Lane to Centerline - Stays in curb lane of exiting street. Uses half of entering street; does not cross centerline of entering street.

**LF** = Lane to Full Street - Stays in curb lane of exiting street. Uses full width of entering street.

**CL** = Centerline to Lane - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Turns into curb lane of entering street.

**CG** = Centerline to Centerline - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses full half of entering street; does not cross centerline of entering street.

**CF** = Centerline to Full - Swings wide to use half width of exiting street before turning; does not cross centerline of exiting street. Uses full width of entering street.

**FL** = Full to Lane - Swings wide to use full width of exiting street before turning. Turns into curb lane of entering street.

**FC** = Full to Centerline - Swings wide to use full width of exiting street before turning. Uses half of entering street; does not cross centerline of entering street.

**FF** = Full to Full - Swings wide to use full width of exiting street before turning. Uses full width of entering street.

### Notes:
1. T-1 Fire Truck used for modeling purposes unless otherwise noted in table.
2. Buffer reduction required. Typical buffer is 2ft and a buffer reduction is between 0-2ft
3. Smaller vehicle listed is using the curb (inside) lane unless otherwise noted.

### Legend:
- **Y** = vehicle can negotiate the turning movement
- **N** = vehicle cannot negotiate the turning movement
- **A** = design movement can be accommodated by overswinging—see Design Vehicle Movements nomenclature.
- **NC** = no change proposed from existing condition
- **NA** = turning movement not applicable for vehicle
- **X** = turning movement not run because existing turning movement is not possible

### Street Information:
- **Posted Speed:** Wheeler: 25 mph
  - Ramsey: 20 mph
- **Street Classification:** Wheeler: Local Street
  - Ramsey: Local Street
- **Transit Classification:** Wheeler: Transit Access Street
  - Ramsey: Local Service Transit Street
- **Freight Route:** Wheeler: Local Service Truck Street
  - Ramsey: Local Service Truck Street
- **Emergency Response Class:** Wheeler: Major Emergency Response
  - Ramsey: Minor Emergency Response
- **Bicycle Classification:** Wheeler: City Bikeway
  - Ramsey: Local Service Bikeway

### Source:
- [http://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=6d5e5d4a6836fb119932f7f108f27](http://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=6d5e5d4a6836fb119932f7f108f27)
- [http://go.pdx.opendata.arcgis.com](http://go.pdx.opendata.arcgis.com)

### CAD File:
- AutoTurn_J5_RoseQuarter.dgn
- Level Naming Convention: `<INTERSECTION>_<VEHICLE-TYPE>_<LT or RT>_<DEPARTURE DIRECTION>_<EX or PR>`
I-5: ROSE QUARTER
IMPROVEMENT PROJECT
AUTO TURN EXHIBITS
(LOCAL STREETS)
INTERSECTION 6 (1 of 2)
20% DESIGN PACKAGE
Last updated: December 4, 2020
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