



Features of a Typical Multi-Lane Roundabout

Source: [NCHRP Report 672 Roundabouts; An Informational Guide, Second Edition.](#)

Geometric Design Criteria for Single-Lane and Multi-Lane Roundabouts

- Central Island, **shall be raised** (non-mountable) and sloped outward away from the center. The island is typically landscaped for aesthetic reasons and to enhance driver recognition for the roundabout upon approach. The truck apron is also considered to be a portion of the central island, but is traversable.
- Truck Aprons shall be designed such that they are traversable to trucks but discourage passenger vehicles from using them. Truck apron width shall be determined by the tracking of the design vehicle (WB-67) using AutoTurn. They shall be 4 feet to 15 feet wide and have a cross slope of 1% to 2% outward away from the central island.

If the percentage of trucks anticipated to use the road exceeds 5%, that radius should be sufficient to serve those vehicles. The outer edge of the truck apron shall include a CG-3 Modified Curb (See Figure 2-15 Roundabout Truck Apron Curb Detail), to vertically separate the truck apron from circulatory roadway surface. The truck apron shall also be constructed of a different material to differentiate it from the circulatory roadway. The truck apron shall also be a different color and texture.*

* Rev. 1/17