

Common characteristics of acceptable roundabouts include (a) a domed center that is sufficiently clear to not compromise sight distance and (b) a paved traversable apron not less than 4 feet in width, the radius of which is sufficient to serve the turning radius of school buses and single unit design vehicles. If the percentage of trucks anticipated to use the road exceeds 5%, that radius should be sufficient to serve those vehicles.

For Truck Apron Curb use cell Mod. CG3 found in the cell library.*

Example Plan Sheets for Typical Single Lane Roundabouts can be accessed at: <https://www.nysdot.gov/portal/page/portal/main/roundabouts/guide-engineers/examples>.

For the approval process of roundabouts see Appendix “F”.

The submittal should contain and depict the following criteria:

- Approach grades and sight distances.
- Inscribed diameter of circulatory roadway.
- Design vehicle (WB-67).
- Apron width, circulatory lane width and approach lane widths.
- Approach lane deflection and length of splitter islands.
- Pedestrian crossing locations.
- Pavement markings.
- Signing.
- Roadway Lighting (desirable).
- Nearest entrance locations and nature of property use.
- Initial or present and projected design year traffic count on all approaches.
- Turning movements for all directions.
- VISSIM or SIDRA Analysis on all approaches showing peak hour LOS in design year.
- Autoturn results showing off tracking of Design Vehicle.
- Is this facility designed as a bicycle Route?
- Are there accommodations made for bicyclists?

If, for some reason, the District does not have capability to run the subject computer programs, the Roundabout Committee can provide assistance upon request.

* Rev. 1/13