UNCONVENTIONAL ROUNDABOUT TECHNIQUES UTILIZED IN NEW YORK STATE
ROUNDABOUT
APPROACH LANE USE
PAVEMENT MARKINGS

(FOR USE ON MULTI-LANE APPROACHES ONLY)

Overall Dimensions are dimensions to the furthest edge of the symbol, an enclosing box. To find the center of symbol, divide the overall dimension in half and measure from a corner of the enclosing box.

The dot element 0 is only used in symbols for the leftmost lane.
Fish Hooks Already Being Used
Fish Hooks In Use
NYSDOT Roundabout Signing
NYSDOT Roundabout Signing
Greenwich – Truck Apron Banked In
Greenwich – Roundabout Typical Section

- 21.000 m RADIUS
- 6.000 m CIRCULATING WIDTH
- 4.500 m TRUCK APRON
- 300 mm
- ITEM 01609.0209 M
- SEE DETAIL A
- ITEM 203.02 M (CUT), TYP.
- ITEM 01608.9503 M HARDSCAPE
- 20 mm ITEM 402.126201 M (TOP)
- 40 mm ITEM 402.196901 M (BINDER)
- 50 mm ITEM 407.01 M (TACKCOAT)

VARIES SEE PROFILE FOR BANKING
Greenwich – Granite Curbing Installed
Greenwich – Drainage Plan
75’ x 13’ modular home take left
Geometric Summary

- Single lane roundabout – 110’ to 150’
- Two lane roundabout – 150’ to 230’
- Three lane roundabout – 200’ to 260’
- Entry width – 18’ practical maximum
- Exit width – Based on design vehicle
- Circulatory roadway width – Based on bus tracking
- Truck apron width – Based on design vehicle tracking
FHWA Recommendations

Alignment Offset Left

Radial Alignment

Alignment Offset Right

ACCEPTABLE

PREFERRED

AVOID

Approach Centerline
Offset Left Preferred

Alignment Offset Left

Radial Alignment

Alignment Offset Right

Preferred

Acceptable

Avoid
Benefits of Left Offset

- Desired deflection is easier to achieve, especially with smaller diameter circle diameters
- Entry path overlap is easier to remove from multi-lane approaches
- Tangential exits (or large radius exits) remove the possibility of exit path overlap
Three Sketch Principles

1. Position / sketch circulatory roadway
2. Sketch straight exits (large radii)
3. Use left edge of exit and circulatory roadway as control for entry radius
Phased in Design Steps – Phase 1
Phased in Design Steps – Phase 2

MOBILE HOME PARK

2010 AREAS TO BE ALTERED
(SHOWN IN PINK)

HOUIGHTALING ROAD

9W

9W
Phased in Design Steps – Final
Harlem Rd, Buffalo – Single lane opening
Harlem Rd, Buffalo – multi lane future
Harlem Rd, Buffalo
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