Internationally Recognized Roundabout Signs

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All signs should be designed and located to:

- Minimize detection, reading and processing time
- Maximize comprehension
- Maximize ability to perform tasks of navigation, guidance, and vehicle control

Roundabout Signs

Signs at roundabouts should aid in:

• Detecting the presence of a roundabout ahead
• Deciding on a destination or exit leg
• Deciding on the correct entry lane (multi-lane roundabouts)
• Slowing to an appropriate speed to enter the roundabout
Background and Purpose

• The MUTCD regulates sign use in the U.S.
• It does not yet provide much guidance on use of specific signs for roundabouts

• It is proposed that the principles used in designing and locating guide signs in the U.K. be used where the MUTCD does not apply
• The U.K. roundabout signing system has been developed through extensive research and decades of experience
Roundabout Signs
A Roundabout Sign Sequence

- ROUNDABOUT AHEAD signs
- Map-Type Roundabout signs
- YIELD AHEAD signs
- Lane Assignment signs (multi-lane roundabouts)
- KEEP RIGHT signs or Illuminated Bollards
- YIELD signs
- ONE-WAY/Chevron signs
- Flag-Type Exit signs
ROUNDABOUT AHEAD Sign

- An intersection warning sign that may be used to indicate the presence of an intersection
- Maybe use on high-speed approaches only?
- What advisory tabs are appropriate?
Map-Type Roundabout Sign

• Aids motorists in deciding on destination or exit leg

• Quicker to read than stack-type signs

• Shows the configuration of the intersection, unlike ROUNDABOUT AHEAD signs
U.K. Primary Map-Type Roundabout Sign
U.K. Secondary Map-Type Roundabout Sign
U.K. Map-Type Sign Layout

Legend block (tiles, square corners of panels or patches, and symbols) shall not cross this line.
North American Map-Type Sign
Another North American Map-Type Sign
The Case for Good Map-Type Signs
Map-Type Roundabout Signs

Map-Type signs conforming to U.K. principles are planned or in place in:

- California
- Arizona
- Colorado
- Wisconsin
- Ohio
- Ontario
- British Columbia
YIELD AHEAD Sign

• Normally required where the YIELD sign is not sufficiently visible

• Maybe just use with poor sightlines, or as a temporary sign?
Lane Assignment Sign

- Aids motorists in deciding on the correct entry lane (multi-lane roundabouts)

- Can be North American regulatory signs, or U.K. guide-type signs
North American Lane Assignment Signs

Standard, or “fishhook”?
U.K. Lane Assignment Sign
U.K. Lane Assignment Sign Layout
Lane Assignment Signs

- U.K. guide-type Lane Assignment signs may be used at freeway interchanges or at other complex locations
- Otherwise, standard or “fishhook” signs may be adequate
- U.K. guide-type and fishhook Lane Assignment signs are not in the MUTCD
Splitter Island Signs

KEEP RIGHT signs,
or....
U.K. Illuminated Bollard
North American Illuminated Bollard
YIELD Sign

- Should have 2 per entry, as the left-hand sign is usually more visible
U.K. Central Island Signs
North American Central Island Signs

ONE-WAY signs and chevrons …

… the more the better
Flag-Type Exit Sign

- Confirms exit leg choice

- The pointed end gives more advance recognition than rectangular signs
U.K. Flag-Type Exit Sign
North American Flag-Type Exit Sign
Flag-Type Exit Signs

Flag-Type signs conforming to U.K. principles are planned or in place in:

- California
- Arizona
- Colorado
- Wisconsin
- Ohio
- New York
- Kansas
- Ontario
- Quebec
Advance Sign Locations
Advance Sign Locations

ROUNDABOUT AHEAD signs:
- Should be considered discretionary
- If used, locate in advance of other signs on high-speed approaches

Map-Type signs:
- Used to determine destination or exit leg
- Locate as per U.K. guidelines (covers primary and secondary signs)
Advance Sign Locations

YIELD AHEAD signs:
• Should be considered discretionary
• If used, locate as per the MUTCD or in accordance with engineering judgement

Lane Assignment signs:
• Used to determine correct entry lane
• Provide more than one set, and duplicate on center medians, where space permits
Locations for Single-Lane Approaches

<table>
<thead>
<tr>
<th>Operating Speed</th>
<th>Min. Distance from Yield Line (ft.)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yield Ahead</td>
<td>Primary Map-Type</td>
<td>Rbt. Ahead</td>
</tr>
<tr>
<td>Up to 30 mph</td>
<td>N/A</td>
<td>150</td>
<td>250*</td>
</tr>
<tr>
<td>35 mph</td>
<td>N/A</td>
<td>245</td>
<td>365*</td>
</tr>
<tr>
<td>45 mph</td>
<td>175*</td>
<td>345</td>
<td>510*</td>
</tr>
<tr>
<td>55 mph</td>
<td>325*</td>
<td>490</td>
<td>690</td>
</tr>
<tr>
<td>65 mph</td>
<td>475*</td>
<td>640</td>
<td>900</td>
</tr>
<tr>
<td>70 mph and over</td>
<td>550*</td>
<td>850</td>
<td>1,150</td>
</tr>
</tbody>
</table>

- "*" means sign is discretionary
- Shaded boxes represent suggested locations
Single-Lane Sign Sequence

R6-2 One-Way Sign with an OM-3C Oversized Object Marker Chevron located on central island directly opposite approach lanes mounted so TDP is 3.5ft above ground.

West Frontage Rd North
Flag-Type Exit Sign

WJ-2 Double Arrow

W3-2 Yield Ahead Sign (220ft from yield line)

R1-2 Yield Sign

Southbound Off-Ramp

West Frontage Rd South

Canoa Rd West

Canoa Rd East

South

West Frontage Rd North

MAP-Type Direction Sign (346ft from yield line)

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Locations for Multi-Lane Approaches

<table>
<thead>
<tr>
<th>Operating Speed</th>
<th>Min. Distance from Yield Line (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lane Assign.</td>
</tr>
<tr>
<td>Up to 30 mph</td>
<td>N/A</td>
</tr>
<tr>
<td>35 mph</td>
<td>N/A</td>
</tr>
<tr>
<td>45 mph</td>
<td>60</td>
</tr>
<tr>
<td>55 mph</td>
<td>150</td>
</tr>
<tr>
<td>65 mph</td>
<td>240</td>
</tr>
<tr>
<td>70 mph and over</td>
<td>300</td>
</tr>
</tbody>
</table>

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Multi-Lane Sign Sequence

- R8-2 ONE-WAY SIGN WITH 2 GM-3C
  DIVERSIFIED OBJECT MARKER CHEVRONS
  LOCATED ON CENTRAL ISLAND DIRECTLY
  OPPOSITE APPROACH LANES MOUNTED 50 TOP
  IS 3.5FT ABOVE GROUND

- Britton Parkway
- Cosgray-
  Britton Conn.
- Cosgray-
  Britton Conn.

MAP-TYPE DIRECTION SIGN (345FT FROM YIELD LINE)

- 2 R3-8 SIGNS LEFT/THRU &
  RIGHT/THRU WITH R3-5b LEFT
  LANE Tabs AND R3-5y RIGHT LANE
  Tab (60FT AND 175 FEET FROM
  YIELD LINE)
References

