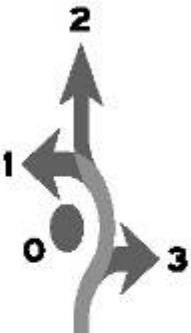
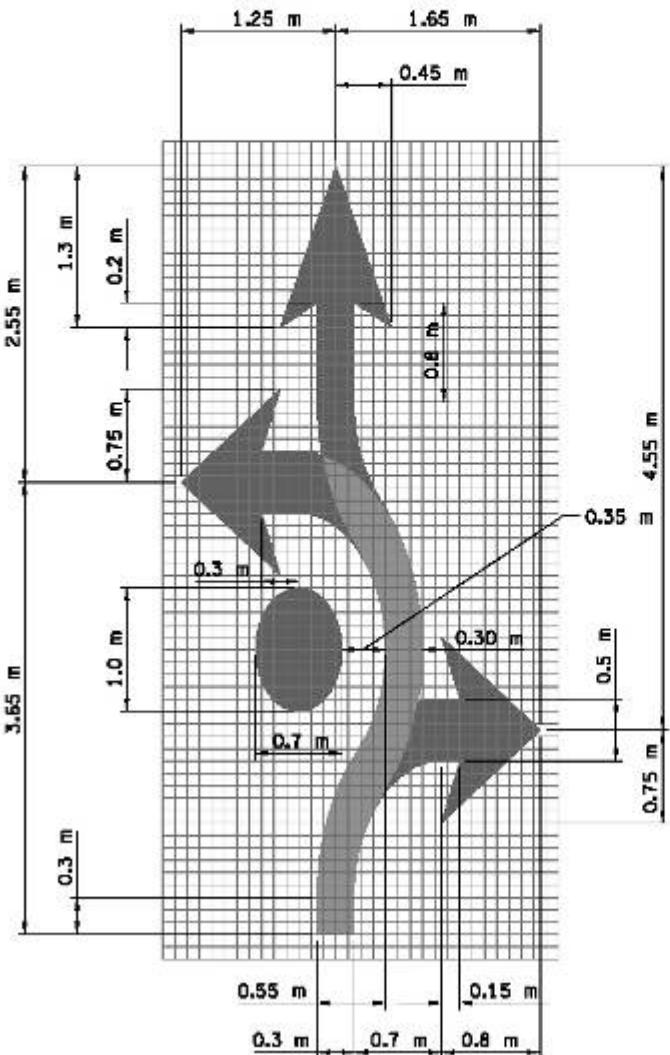


UNCONVENTIONAL ROUNDABOUT TECHNIQUES UTILIZED IN NEW YORK STATE



ROUNDABOUT APPROACH LANE USE PAVEMENT MARKINGS

(FOR USE ON MULTI-LANE APPROACHES ONLY)



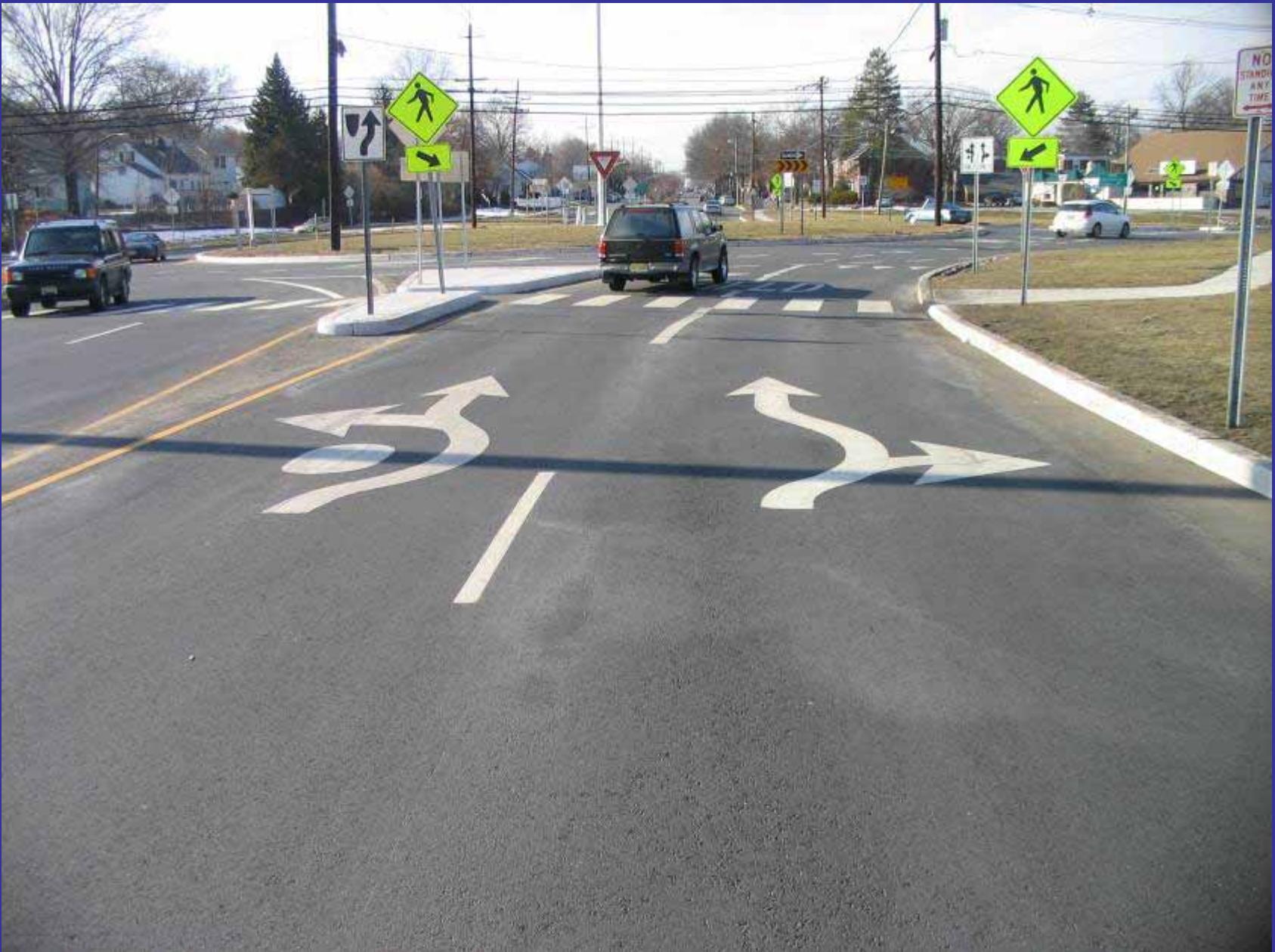
ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL X	OVERALL Y
1	1.95 m	4.40 m
1 & 2	1.95 m	6.20 m
1 & 3	2.90 m	4.40 m
1, 2 & 3	2.90 m	6.20 m
0 & 2	1.35 m	6.20 m
0, 2 & 3	2.30 m	6.20 m
2	1.15 m	6.20 m
2 & 3	2.10 m	6.20 m
3	1.80 m	2.40 m

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.

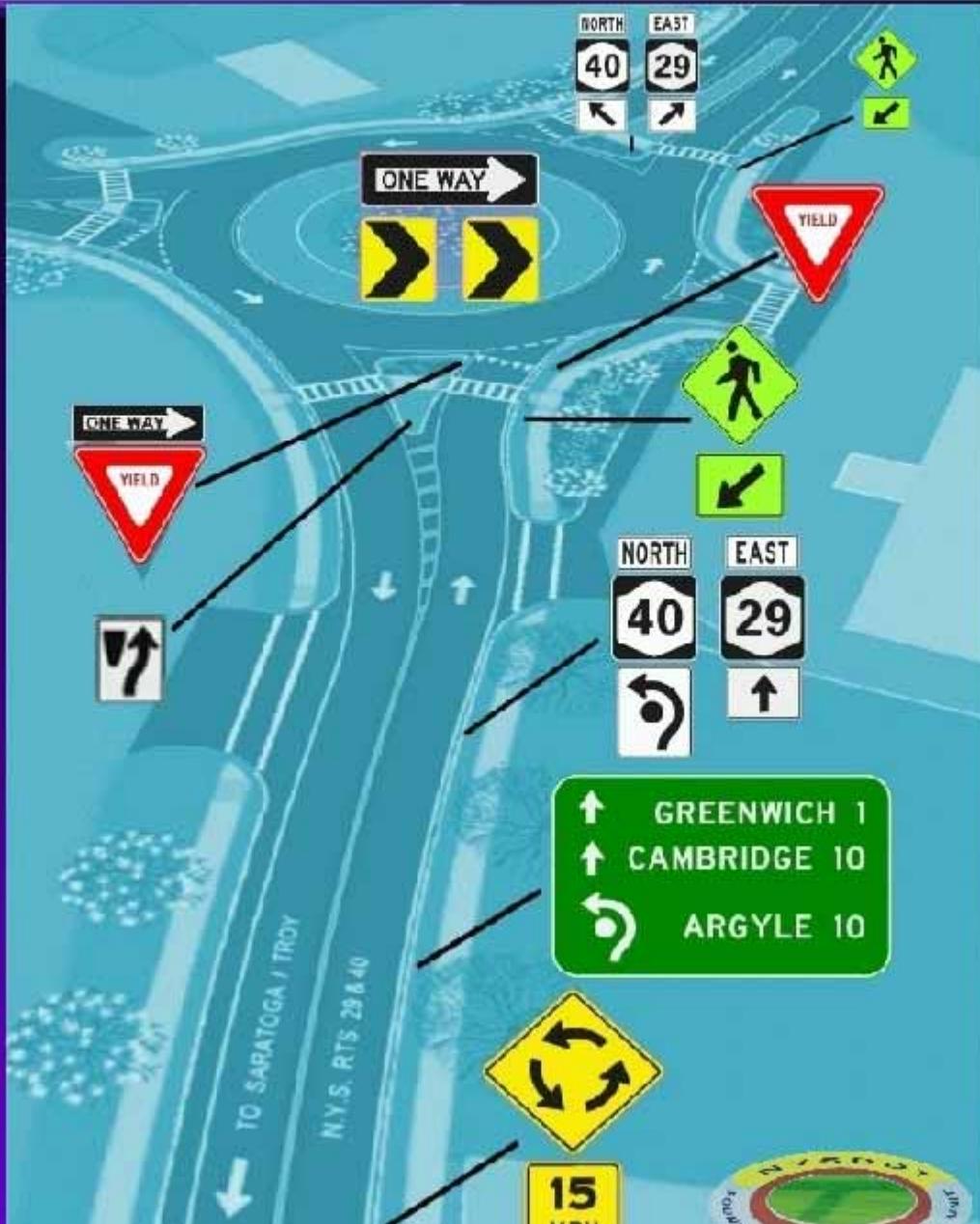
Fish Hooks Already Being Used



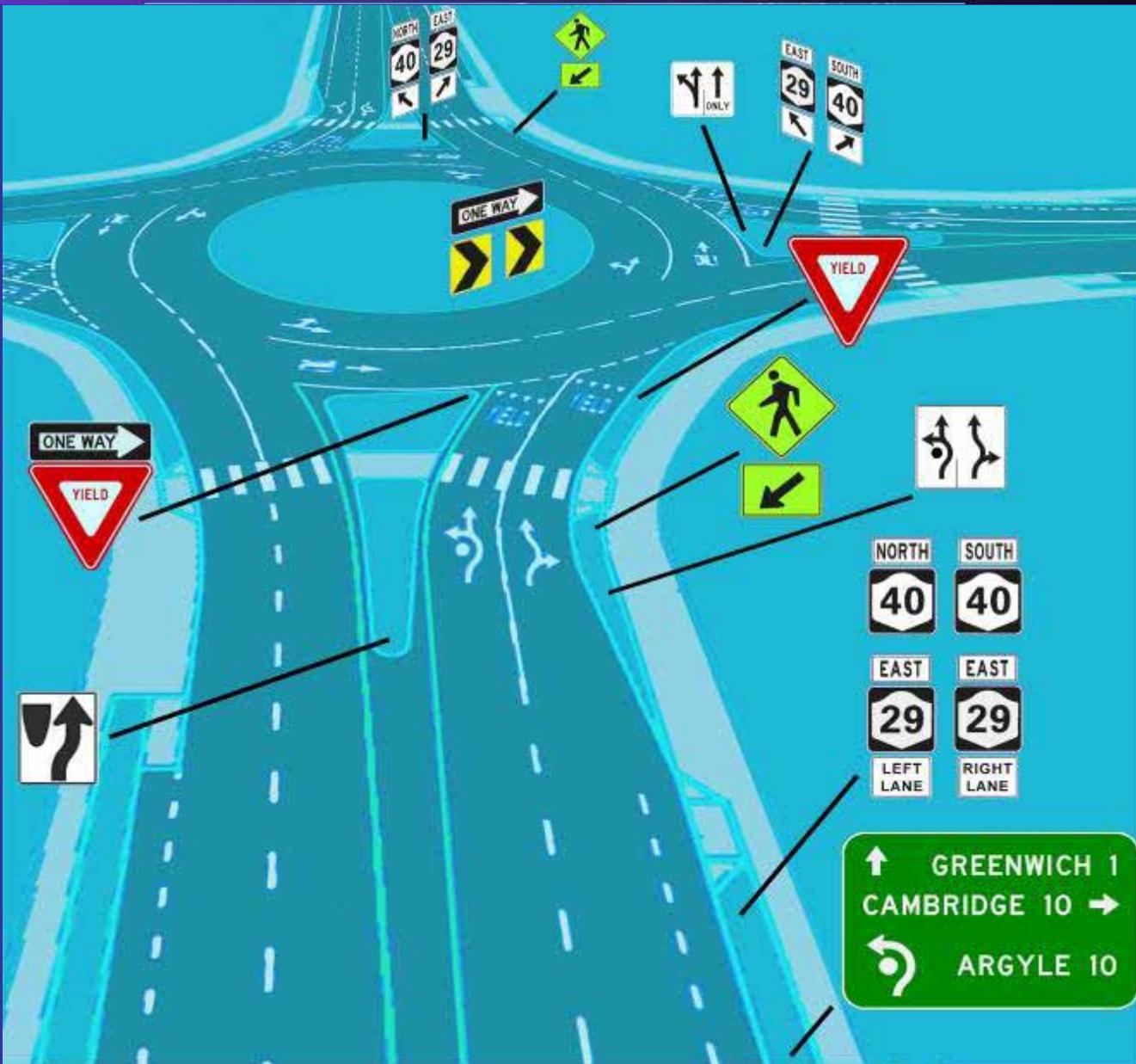
Fish Hooks In Use



NYS DOT Roundabout Signing



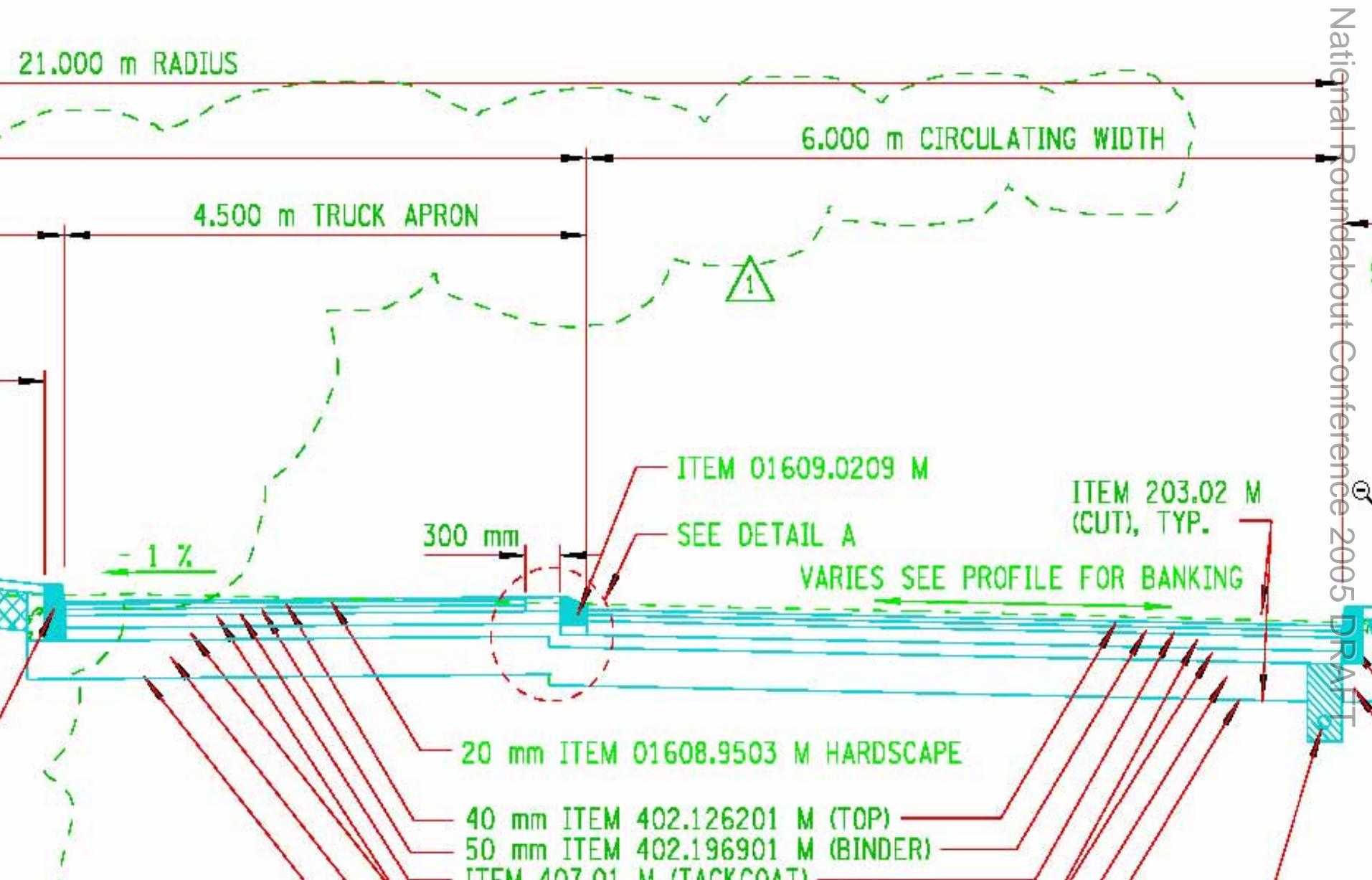
NYS DOT Roundabout Signing



Greenwich – Truck Apron Banked In



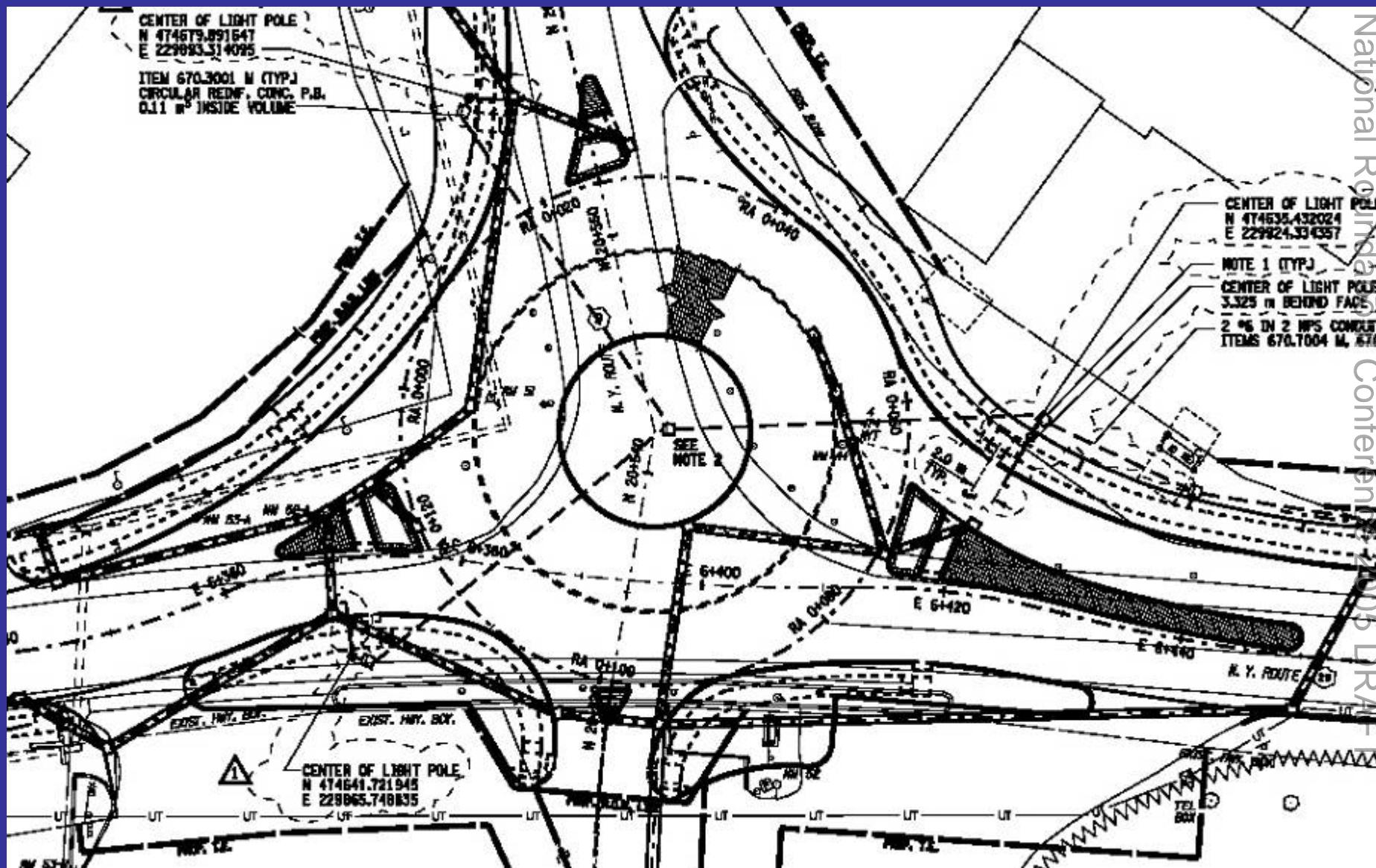
Greenwich – Roundabout Typical Section



Greenwich – Granite Curbing Installed



Greenwich – Drainage Plan



75' x 13' modular home take left

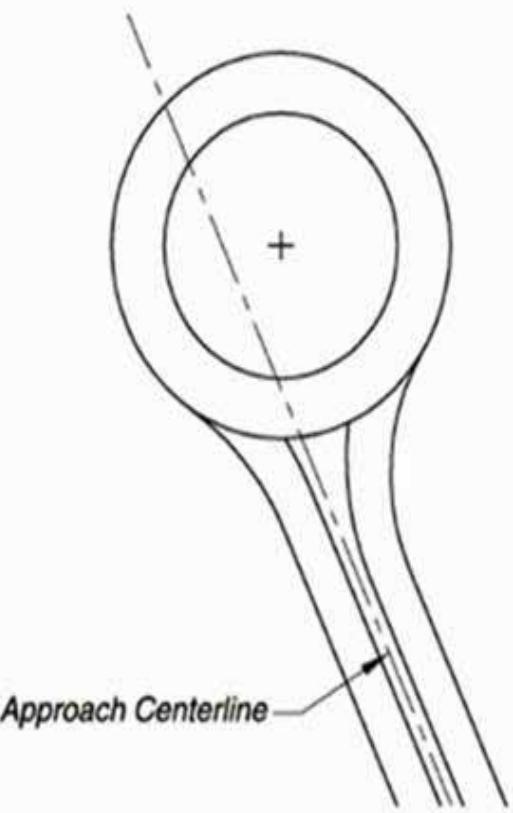


Geometric Summary

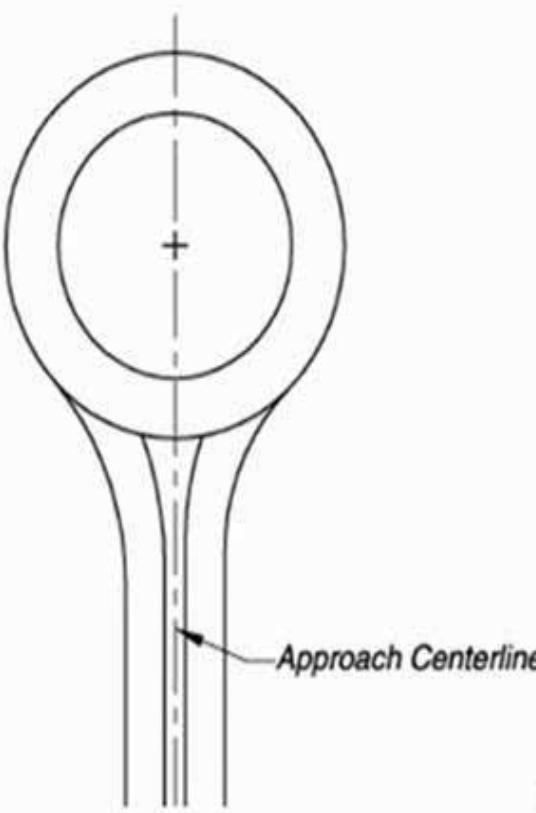
- Single lane roundabout – 110' to 150'
- Two lane roundabout – 150' to 230'
- Three lane roundabout – 200' to 260'
- Entry width – 18' practical maximum
- Exit width – Based on design vehicle
- Circulatory roadway width – Based on bus tracking
- Truck apron width – Based on design vehicle tracking

FHWA Recommendations

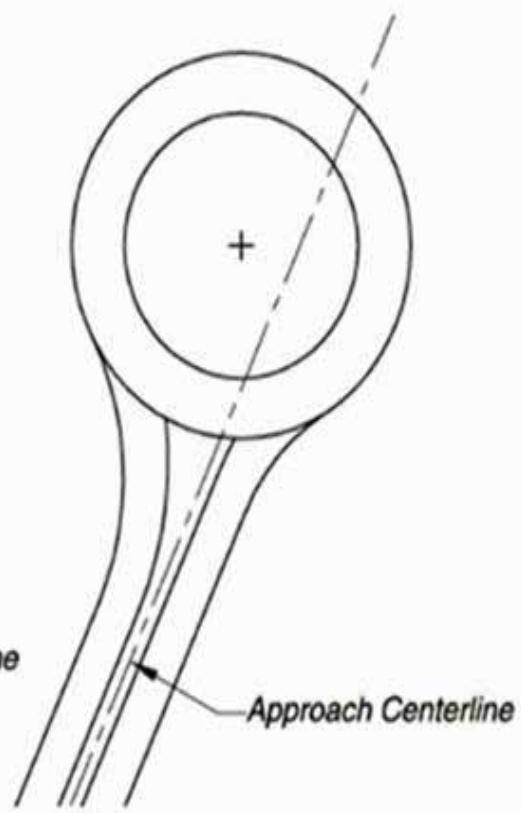
Alignment Offset Left



Radial Alignment



Alignment Offset Right



Approach Centerline

Approach Centerline

Approach Centerline

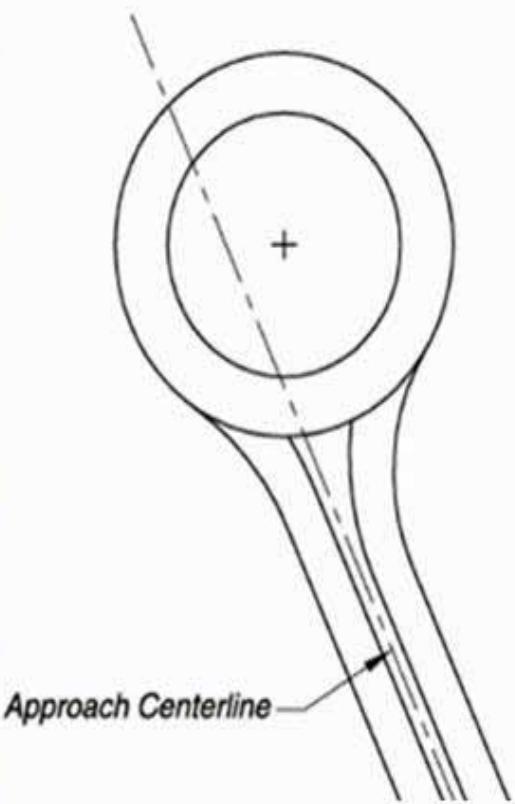
ACCEPTABLE

PREFERRED

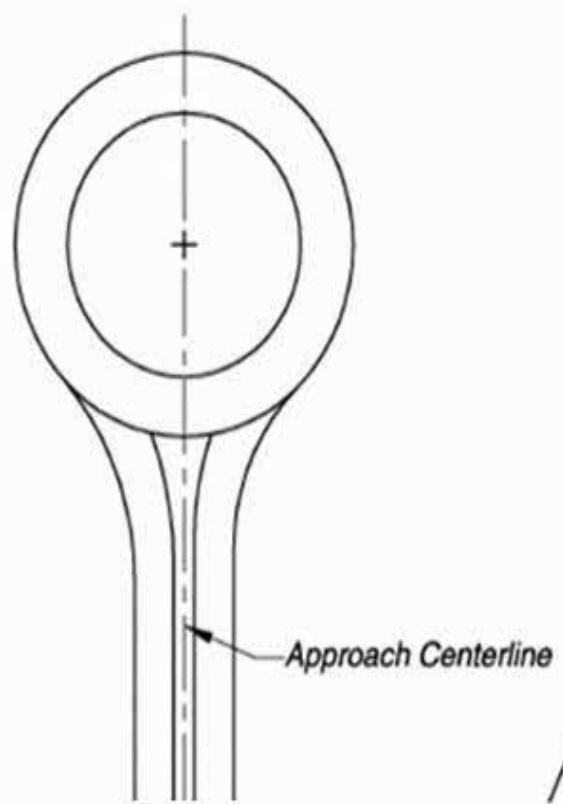
AVOID

Offset Left Preferred

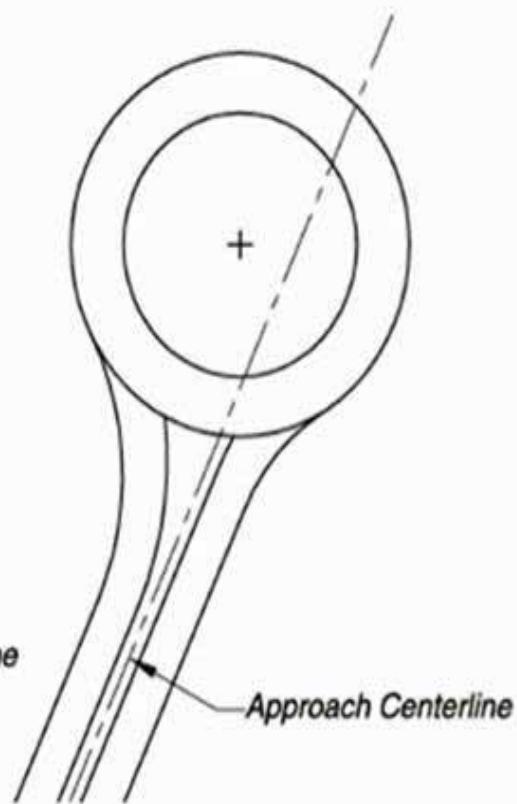
Alignment Offset Left



Radial Alignment



Alignment Offset Right



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

Kingsbury, NY



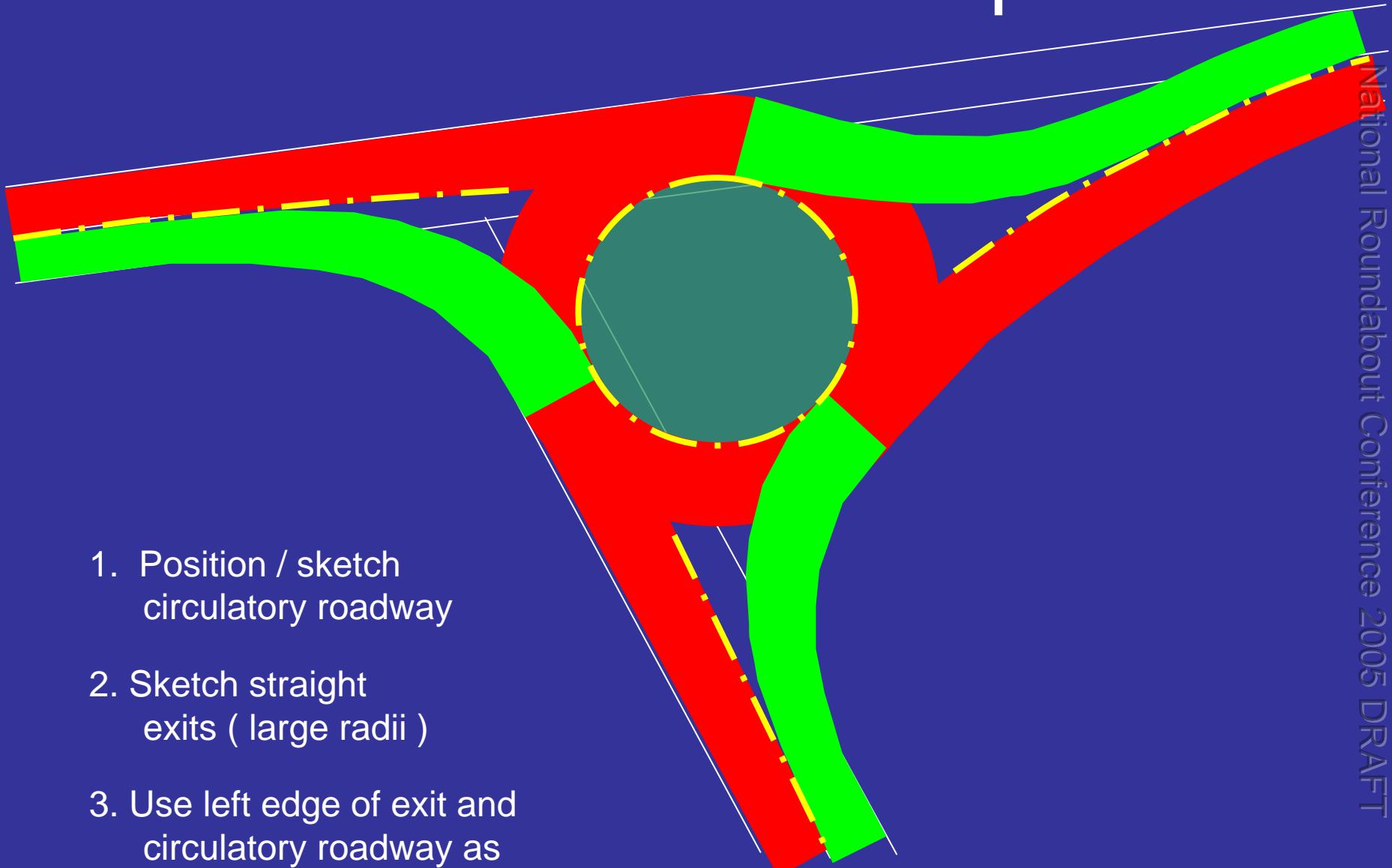
National Roundabout Conference 2005 DRAFT

Glenridge Rd @ Maple Ave

LOWER VOLUMES

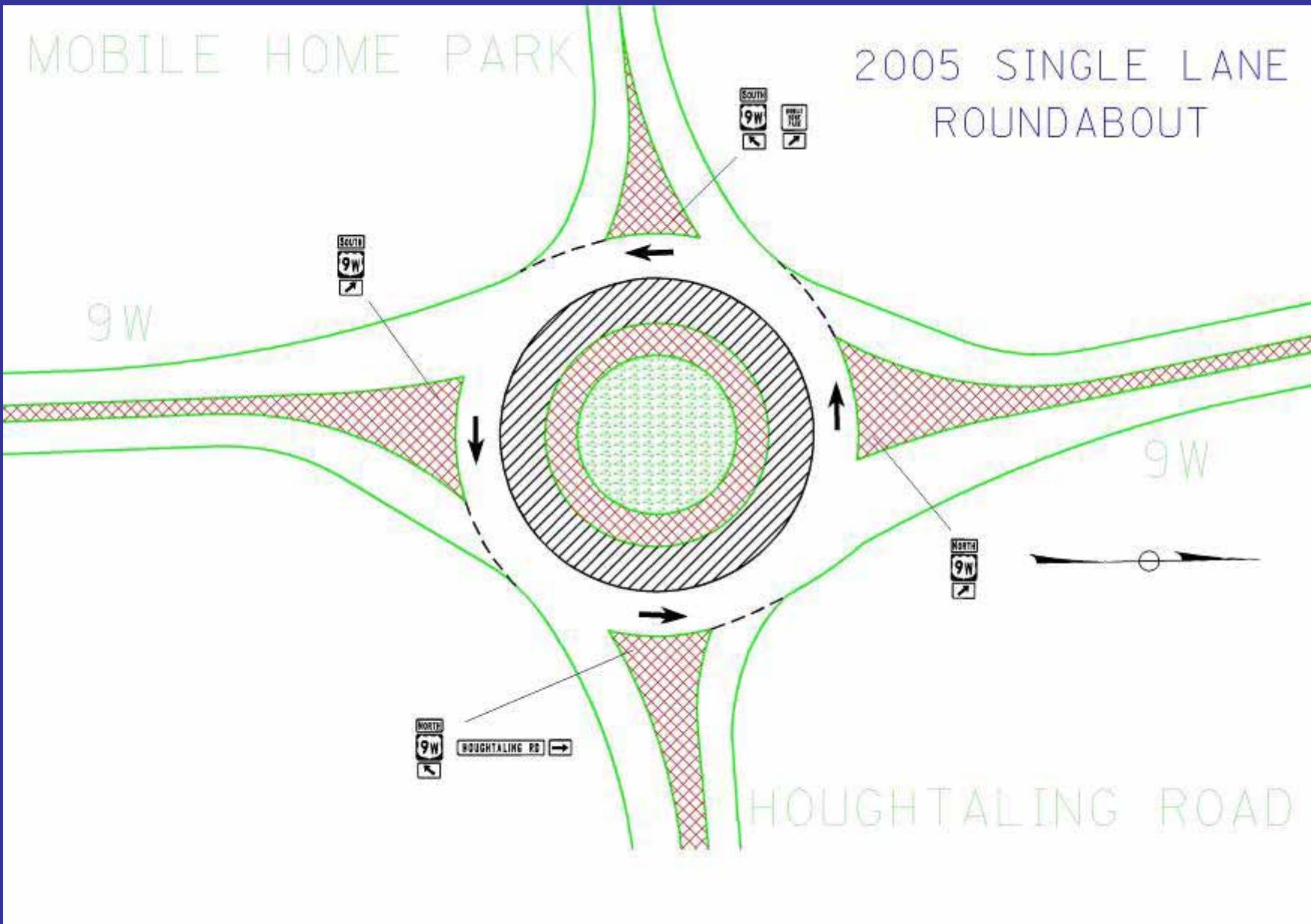


Three Sketch Principles

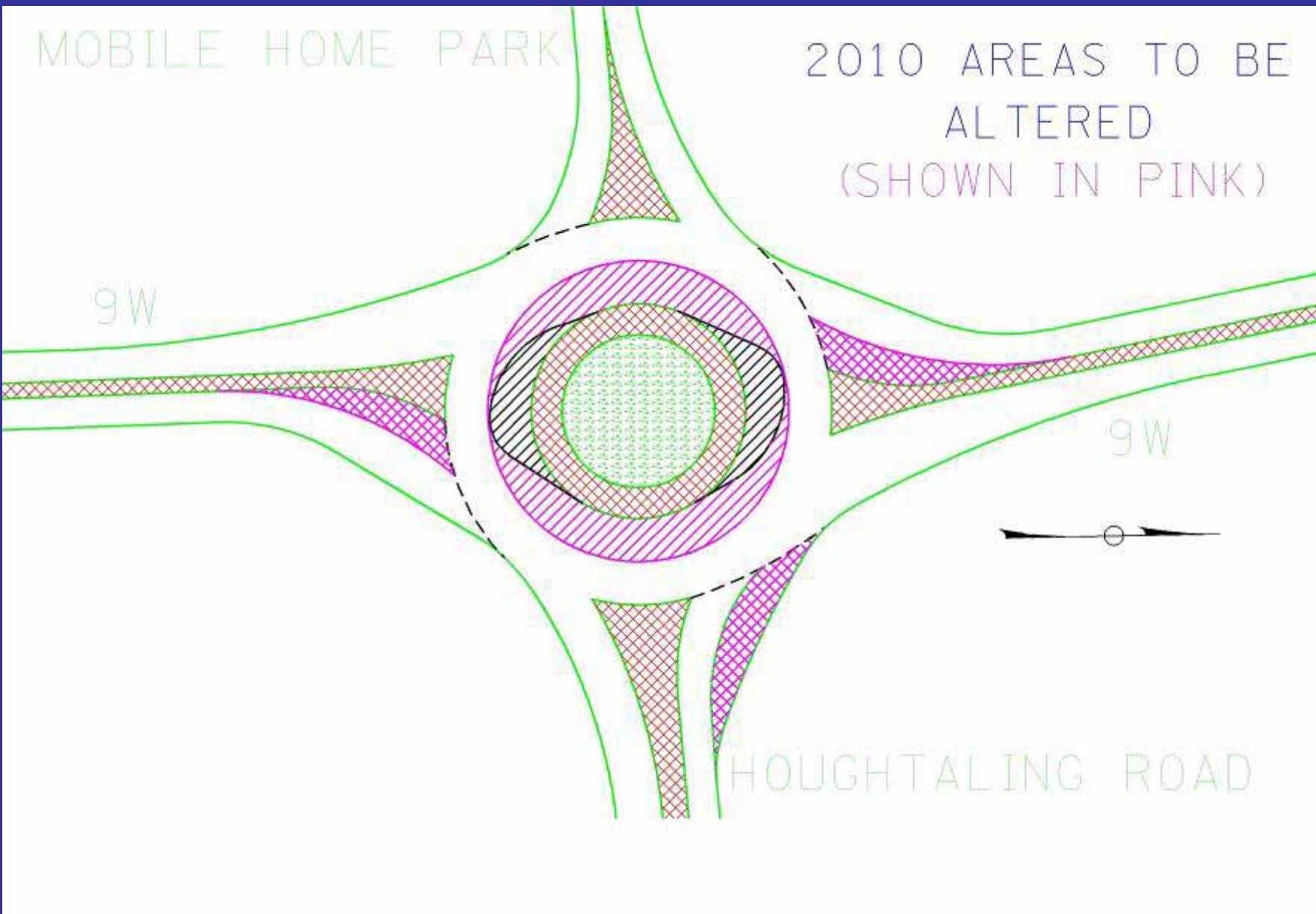


1. Position / sketch circulatory roadway
2. Sketch straight exits (large radii)
3. Use left edge of exit and circulatory roadway as control for entry radius

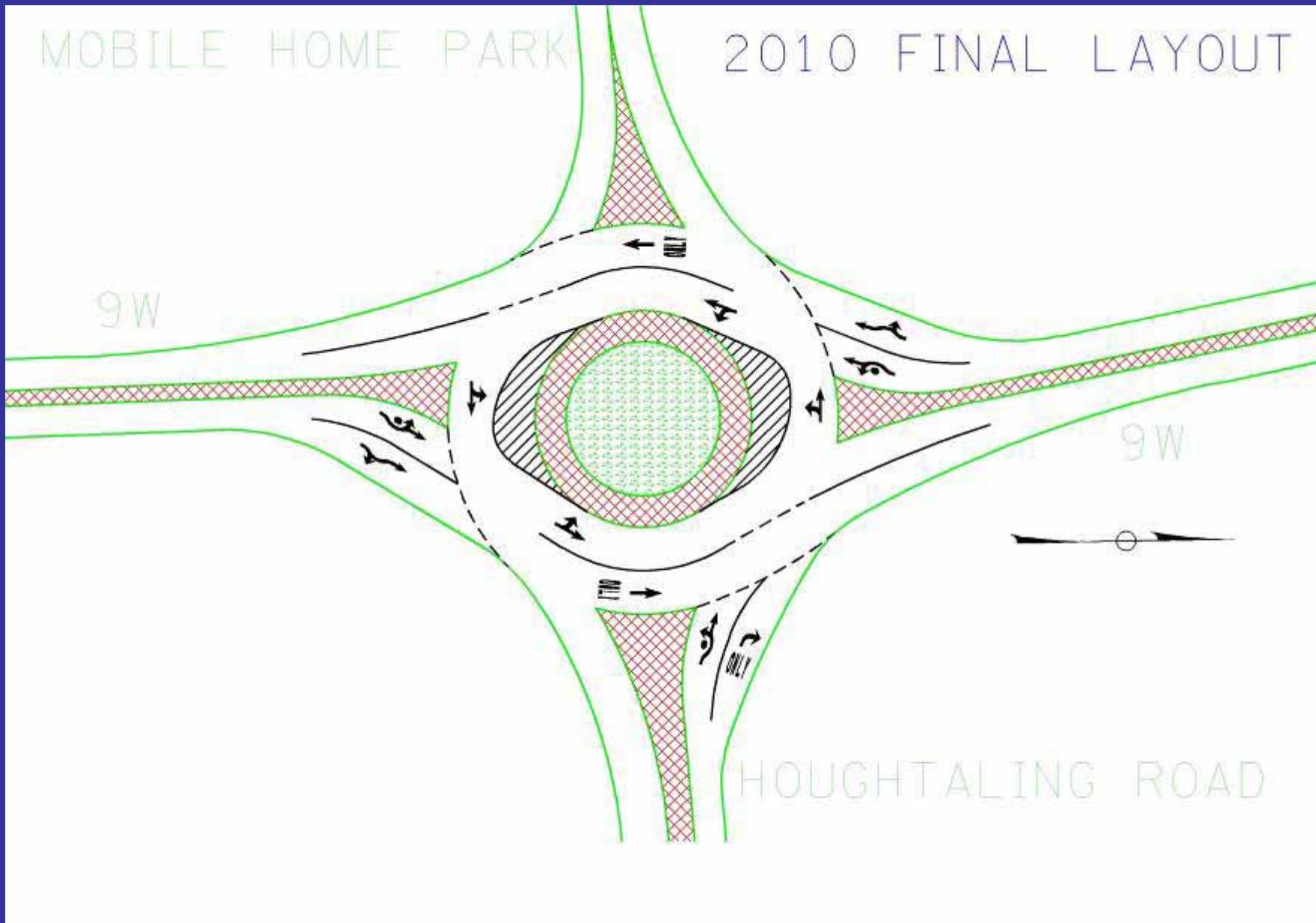
Phased in Design Steps – Phase 1



Phased in Design Steps – Phase 2



Phased in Design Steps – Final



Harlem Rd, Buffalo – Single lane opening



Harlem Rd, Buffalo – multi lane future



Harlem Rd, Buffalo



National Roundabout Conference 2005 DRAFT

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