

UNCONVENTIONAL ROUNDAABOUT TECHNIQUES UTILIZED IN NEW YORK STATE



Fish Hooks Already Being Used

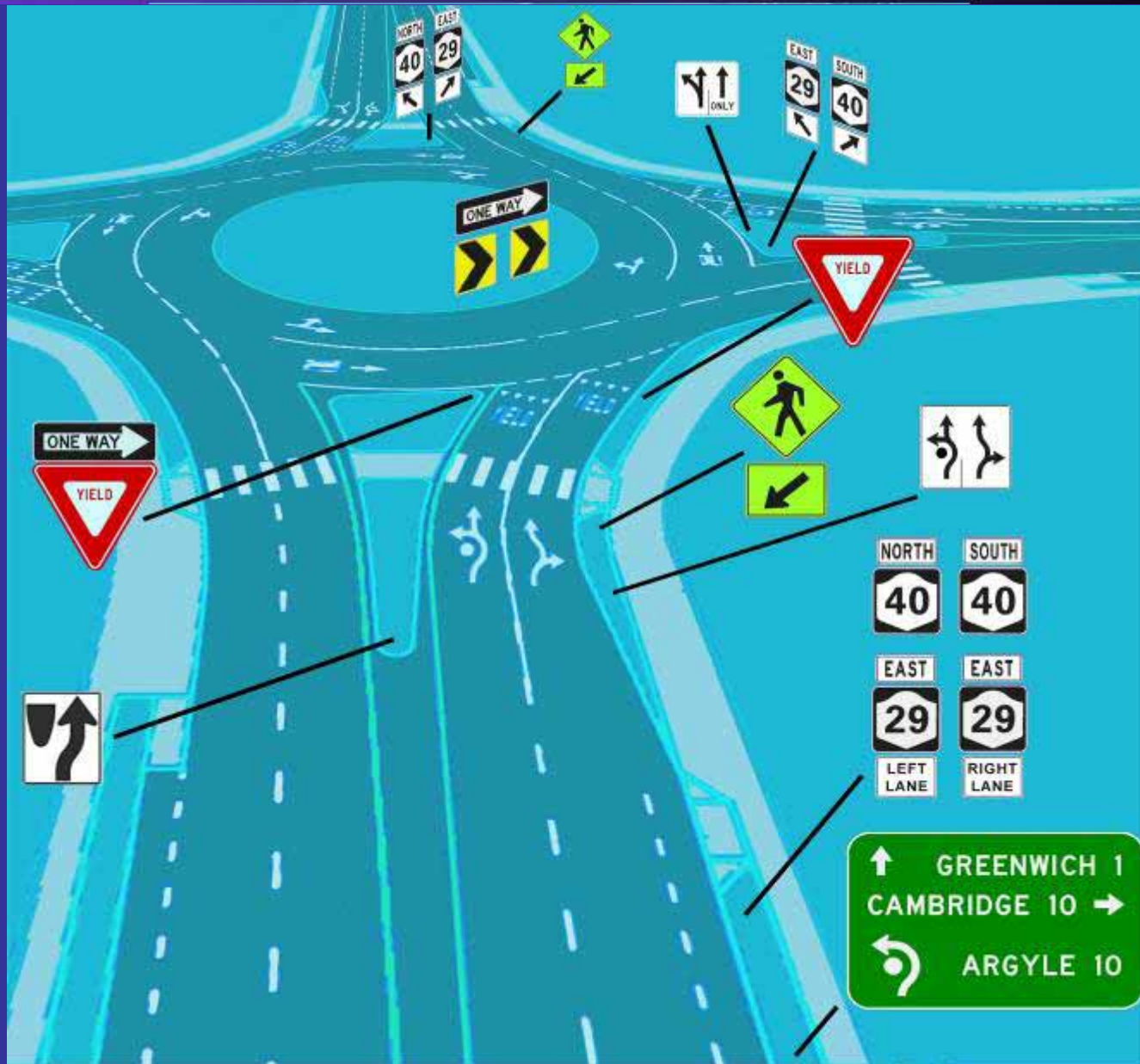


Fish Hooks In Use



NYS DOT Roundabout Signing

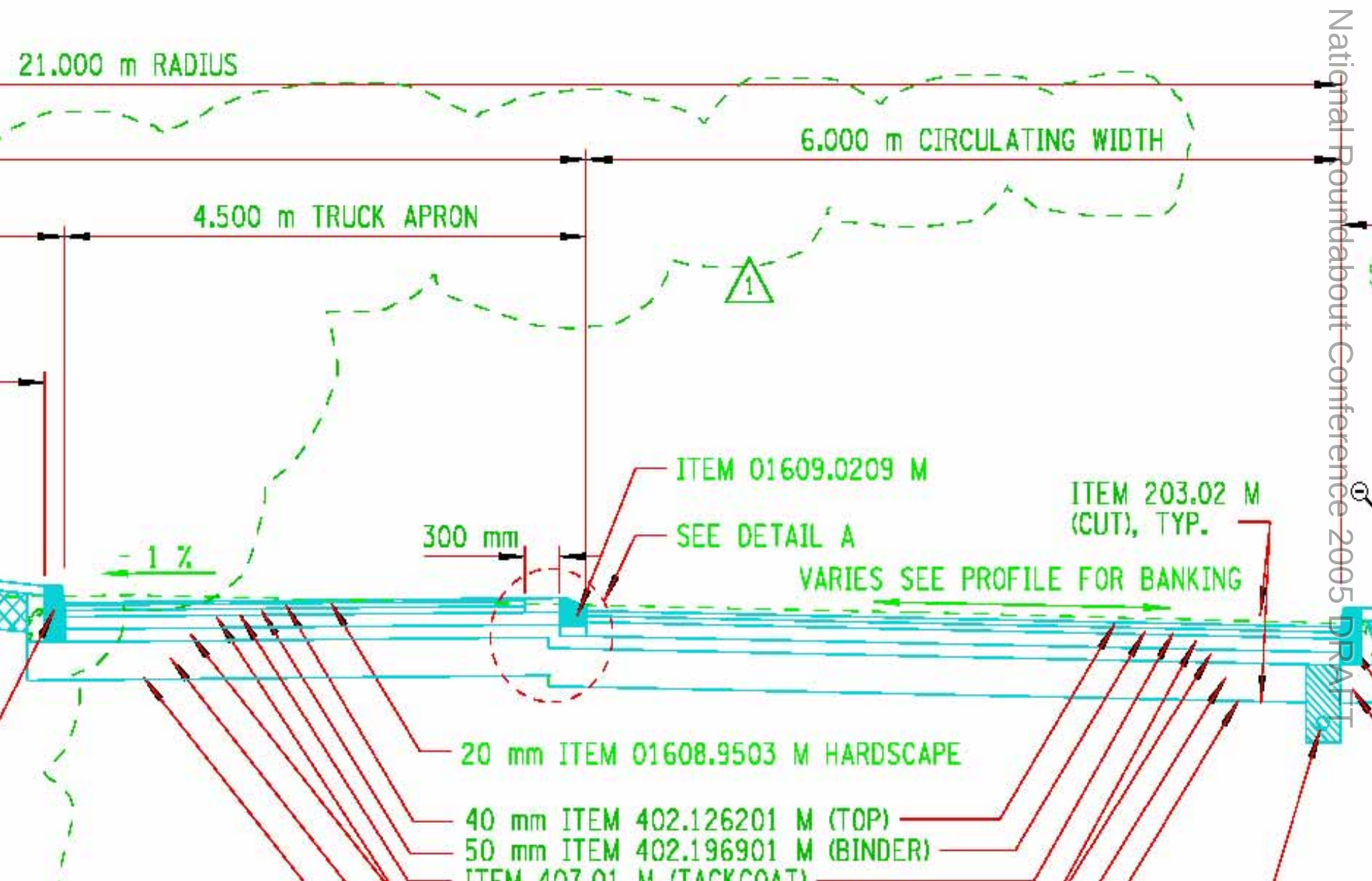




Greenwich – Truck Apron Banked In



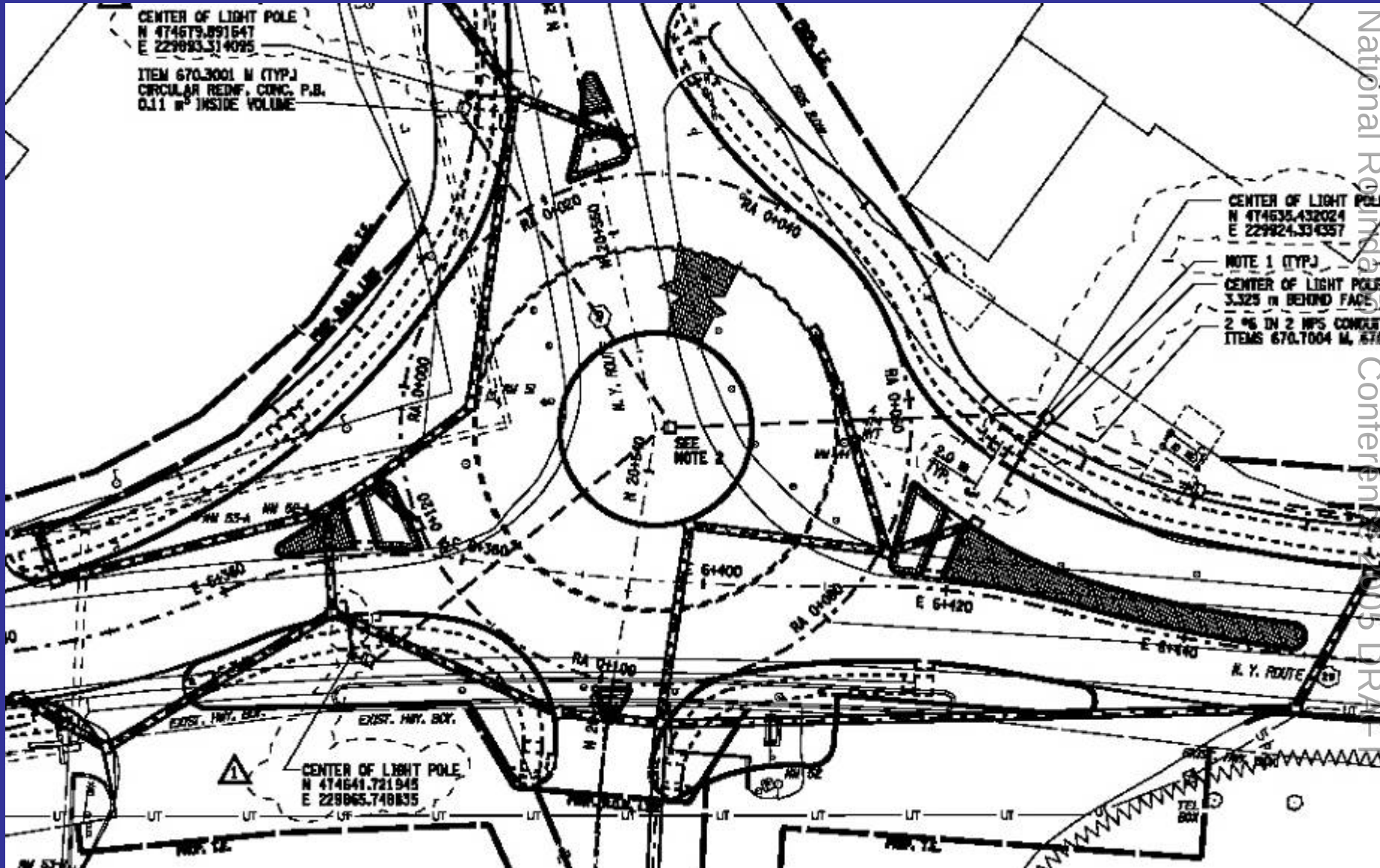
Greenwich – Roundabout Typical Section



Greenwich – Granite Curbing Installed



National Roundtable
Police, Fire, and
Emergency Services
Conference 2005 DRAFT



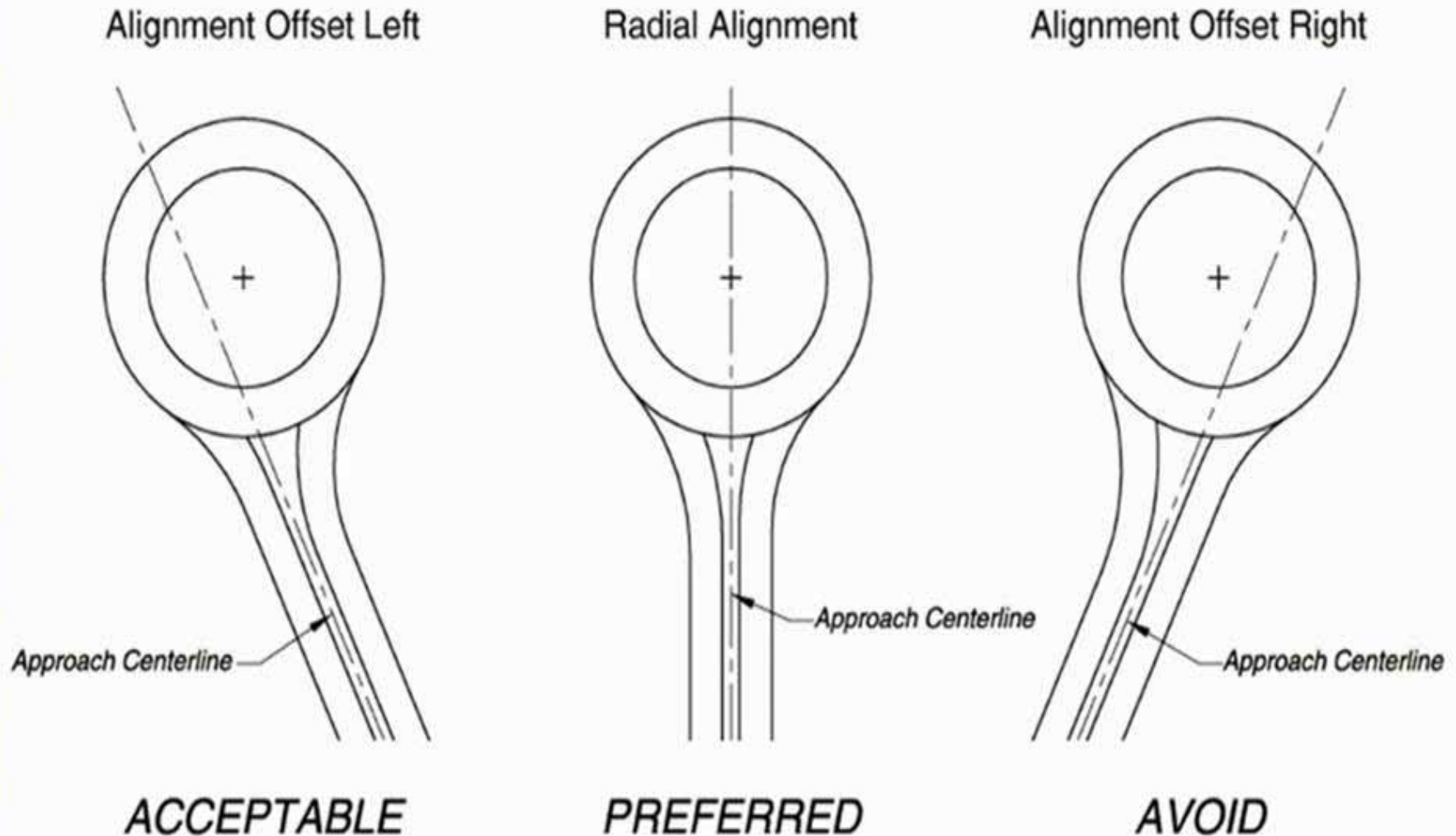
75' x 13' modular home take left



Geometric Summary

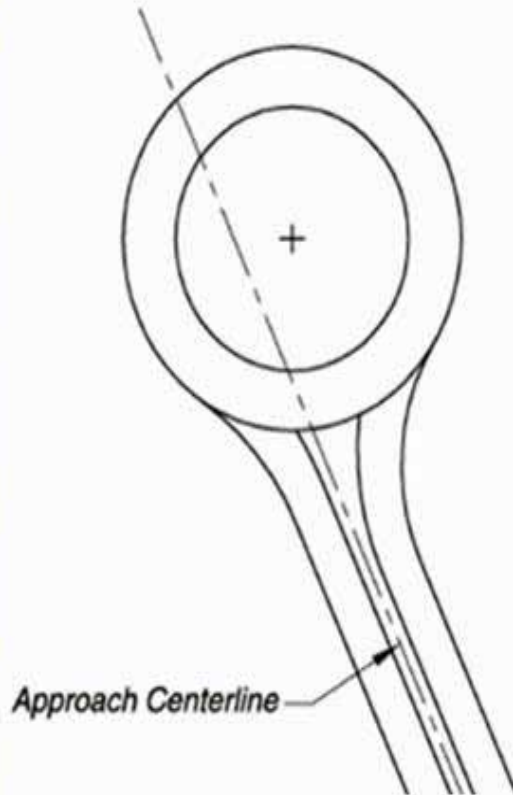
- Single lane roundabout – 110' to 150'
- Two lane roundabout – 150' to 230'
- Three lane roundabout – 200' to 260'
- Entry width – 18' practical maximum
- Exit width – Based on design vehicle
- Circulatory roadway width – Based on bus tracking
- Truck apron width – Based on design vehicle tracking

FHWA Recommendations



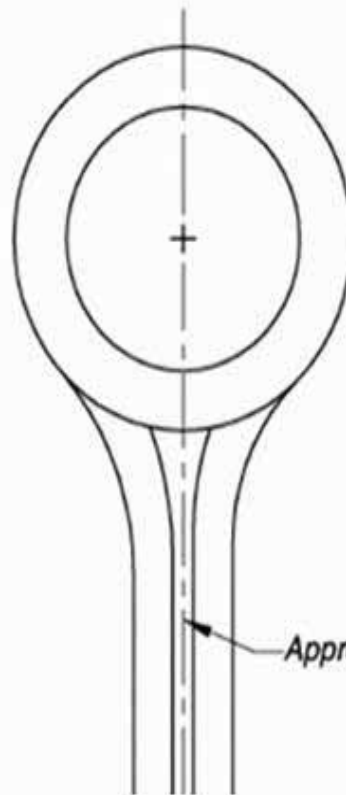
Offset Left Preferred

Alignment Offset Left



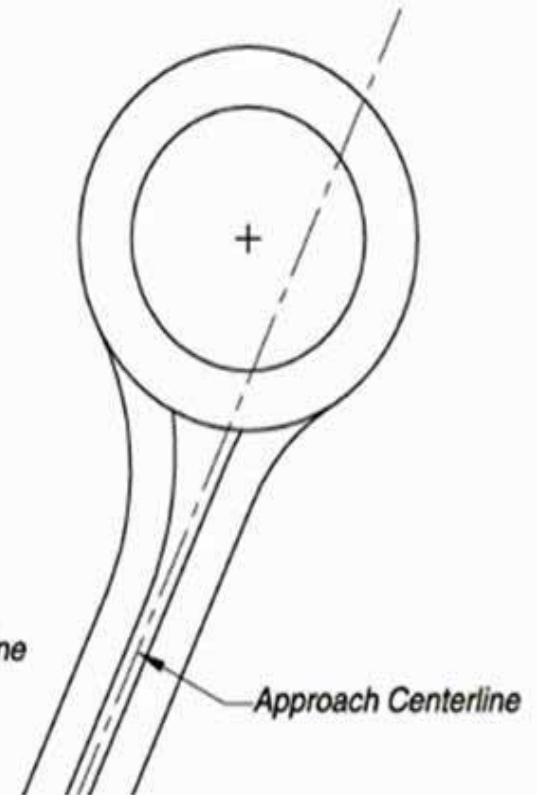
PREFERRED

Radial Alignment



ACCEPTABLE

Alignment Offset Right



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

Kingsbury, NY



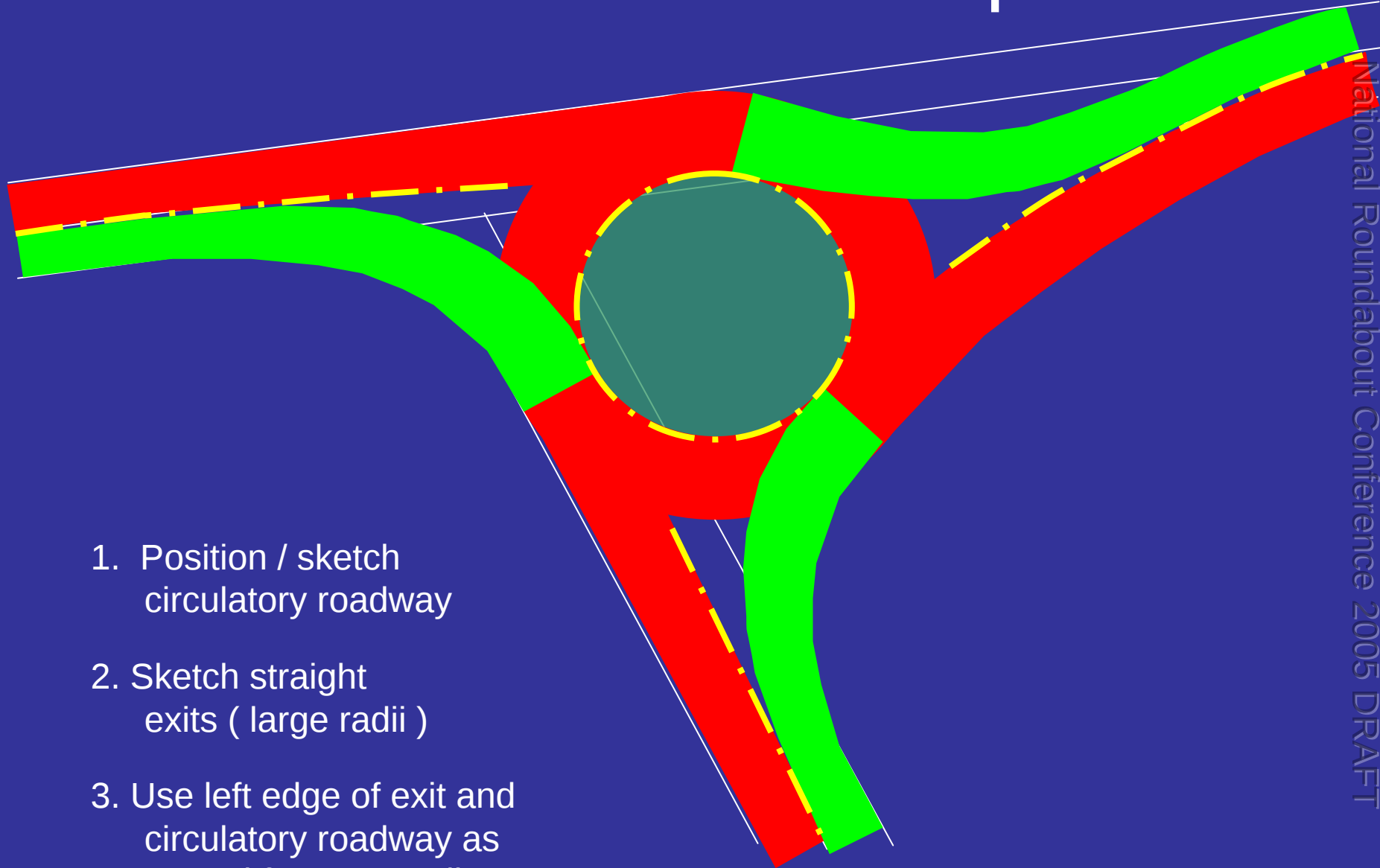
Glenridge Rd @ Maple Ave

LOWER VOLUMES



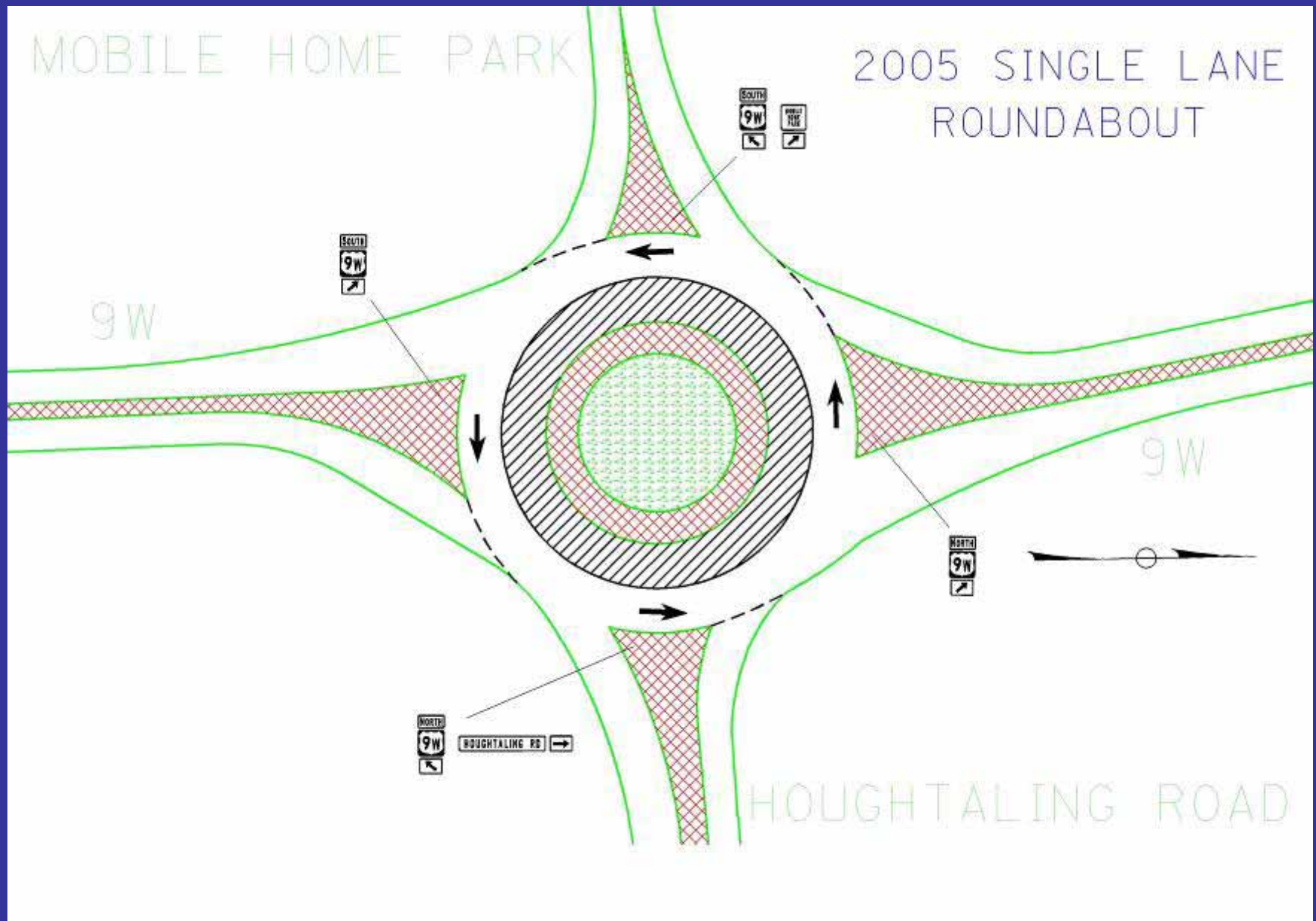
National Roundabout Conference 2005 DRAFT

Three Sketch Principles

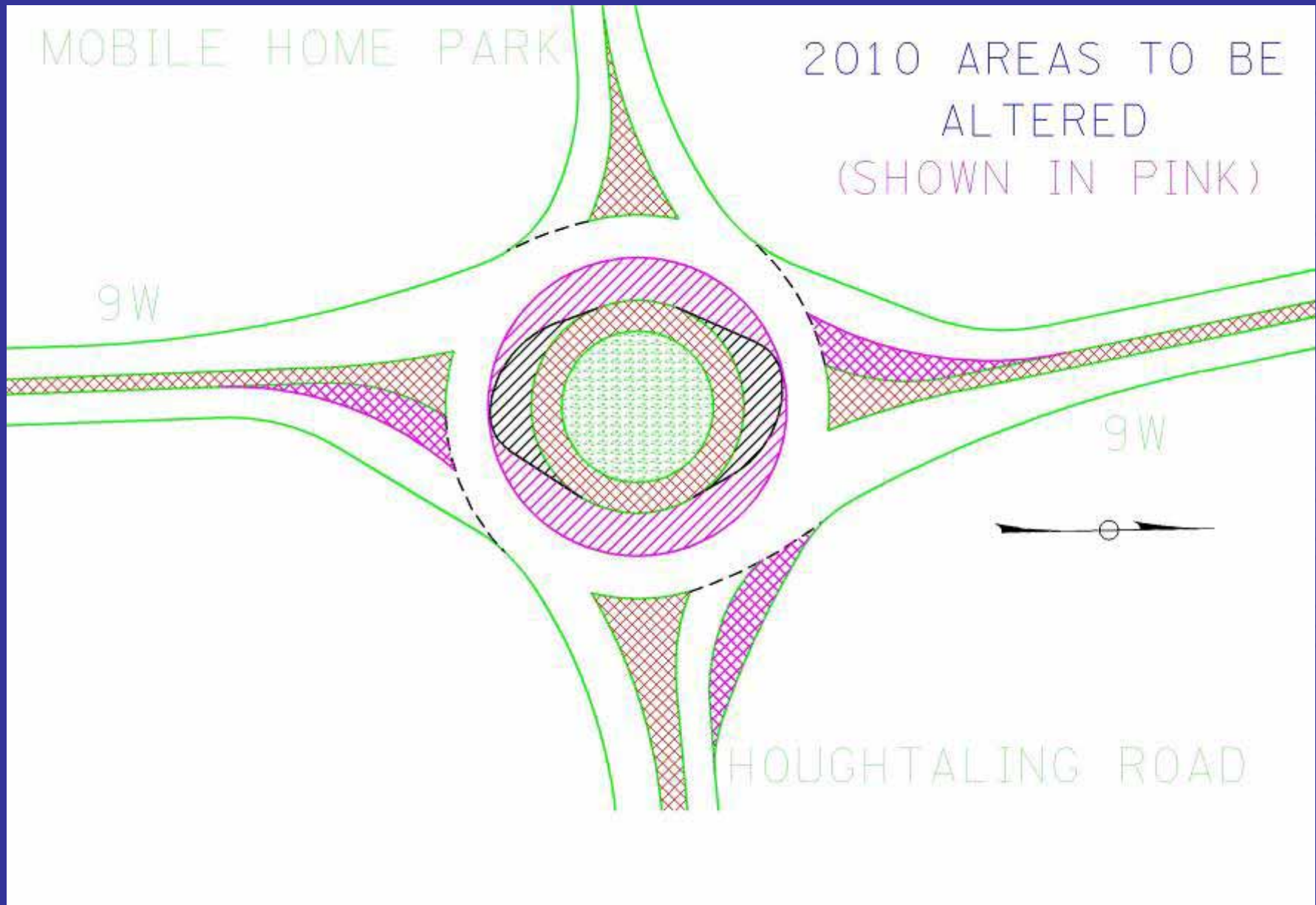


1. Position / sketch circulatory roadway
2. Sketch straight exits (large radii)
3. Use left edge of exit and circulatory roadway as control for entry radius

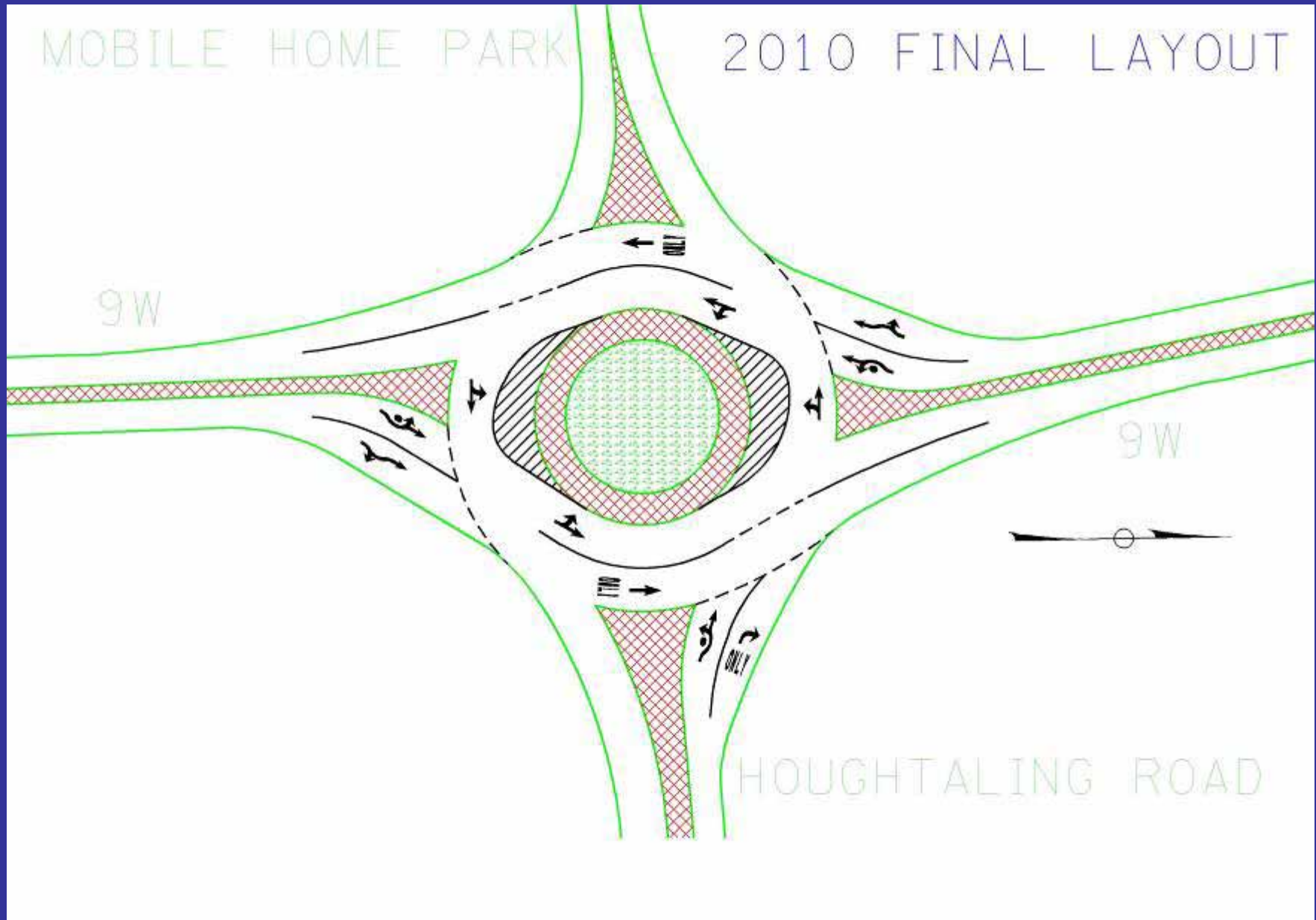
Phased in Design Steps – Phase 1



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



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