



APPROACH ZONE
(SOME REDUCTION IN OPERATING SPEED TO OCCUR)

- CONTAINS WARNING DEVICES AND PSYCHOLOGICAL TREATMENTS
- ROADSIDE FEATURES, ADVANCE SIGNS AND ILLUMINATION
 - SUPERELEVATION PERMITTED LEADING UP TO TRANSITION ZONE

TRANSITION ZONE
(OPERATING SPEEDS REDUCE TO ≤ 60 km/h)

- ALSO CONTAINS PHYSICAL TREATMENTS
- VISIBILITY, CURBS, SPLITTER ISLANDS, APPROACH CURVES
 - USE OF SUBTLE REVERSE CURVATURE, AVOIDING EXCESSIVE CURVES AND WIDE SPLITTER ISLAND WIDTHS
 - MAINTAIN STOPPING SIGHT OF ENTRY
 - NO SUPERELEVATION

ENTRY ZONE
(OPERATING SPEEDS REDUCE TO 30-40 km/h)

BACK OF QUEUE

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE REGIONAL MUNICIPALITY OF DURHAM RURAL ROUNDABOUT DESIGN CRITERIA.
2. DESIGN SPEED ALONG AN APPROACH SHOULD TRANSITION FROM HIGH-SPEED RURAL TO LOW-SPEED URBAN CONDITIONS.
3. REFER TO THE REGION OF DURHAM DESIGN CRITERIA FOR ROUNDABOUTS FOR ADDITIONAL HIGH-SPEED APPROACH TREATMENTS.
4. SPLITTER ISLANDS FOR APPROACHES PREVIOUSLY UNDER NO CONTROL OR TRAFFIC SIGNAL CONTROL SHOULD BE BETWEEN 60 m AND 120 m LONG, DEPENDING ON OPERATING SPEED - 85TH PERCENTILE AND GEOMETRIC CONDITIONS.
5. SPLITTER ISLANDS FOR APPROACHES PREVIOUSLY UNDER STOP CONTROL SHOULD BE A MINIMUM OF 30 m LONG ON LOW SPEED AND 60 m ON HIGH SPEED, BASED ON OPERATING SPEED - 85TH PERCENTILE AND GEOMETRIC CONDITIONS.

OPERATING SPEED (km/h) (85 th PERCENTILE)	MIN. HORIZONTAL RADIUS ALONG SPLITTER ISLAND (m)
30	30
40	65
50	115
60	185
70	290
80	400

EXCERPT FROM TABLE 3.2.4 OF THE TAC GEOMETRIC DESIGN GUIDE FOR CANADIAN ROADS



ROUNDABOUT HIGH-SPEED APPROACH DETAIL

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