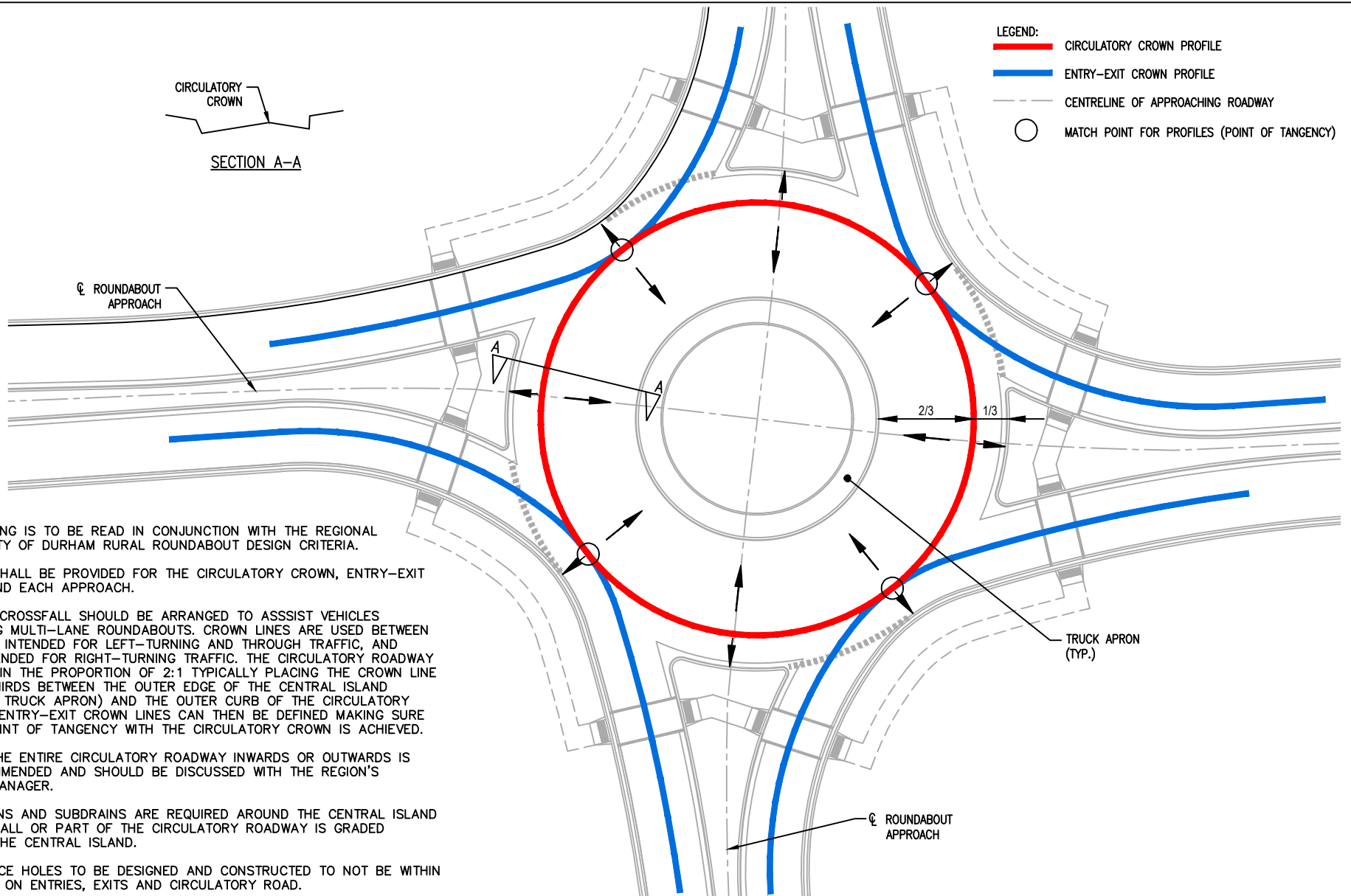


- LEGEND:
- CIRCULATORY CROWN PROFILE
  - ENTRY-EXIT CROWN PROFILE
  - - - CENTRELINE OF APPROACHING ROADWAY
  - MATCH POINT FOR PROFILES (POINT OF TANGENCY)



**NOTES:**

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE REGIONAL MUNICIPALITY OF DURHAM RURAL ROUNDABOUT DESIGN CRITERIA.
2. PROFILES SHALL BE PROVIDED FOR THE CIRCULATORY CROWN, ENTRY-EXIT CROWNS AND EACH APPROACH.
3. TYPICALLY CROSSFALL SHOULD BE ARRANGED TO ASSIST VEHICLES TRAVERSING MULTI-LANE ROUNDABOUTS. CROWN LINES ARE USED BETWEEN THE LANES INTENDED FOR LEFT-TURNING AND THROUGH TRAFFIC, AND THOSE INTENDED FOR RIGHT-TURNING TRAFFIC. THE CIRCULATORY ROADWAY IS DIVIDED IN THE PROPORTION OF 2:1 TYPICALLY PLACING THE CROWN LINE AT TWO-THIRDS BETWEEN THE OUTER EDGE OF THE CENTRAL ISLAND (INCLUDING TRUCK APRON) AND THE OUTER CURB OF THE CIRCULATORY ROADWAY. ENTRY-EXIT CROWN LINES CAN THEN BE DEFINED MAKING SURE THAT A POINT OF TANGENCY WITH THE CIRCULATORY CROWN IS ACHIEVED.
4. GRADING THE ENTIRE CIRCULATORY ROADWAY INWARDS OR OUTWARDS IS NOT RECOMMENDED AND SHOULD BE DISCUSSED WITH THE REGION'S PROJECT MANAGER.
5. CATCHBASINS AND SUBDRAINS ARE REQUIRED AROUND THE CENTRAL ISLAND WHENEVER ALL OR PART OF THE CIRCULATORY ROADWAY IS GRADED TOWARDS THE CENTRAL ISLAND.
6. MAINTENANCE HOLES TO BE DESIGNED AND CONSTRUCTED TO NOT BE WITHIN THE LANES ON ENTRIES, EXITS AND CIRCULATORY ROAD.
7. GRADES ON APPROACHES TO ROUNDABOUTS PER TAC 6.8.3 CANADIAN ROUNDABOUT DESIGN GUIDE.



WORKS DEPARTMENT

# MULTI-LANE ROUNDABOUT – GRADING

DWG. DATE:	2023 01
REVISION NO.:	.
REV. DATE:	.
SCALE:	N.T.S.

S-650.020