

## **Roundabouts**

### **Standard**

Roundabouts are an acceptable form of intersection design. Roundabouts may be designed to be a single-lane roundabout or double-lane roundabout. The design of roundabouts, to include landscaping and lighting, shall be in accordance with the latest edition of the Federal Highway Administration publication "Roundabouts: An Informational Guide".

Parallel or perpendicular parking shall not be allowed within the circulatory roadway of the roundabout, whether public or private. On any roadway entering or exiting from the roundabout, parking shall not be allowed within 100 feet of the circulatory roadway, as measured from the edge of travel lane of the circulatory roadway.

Lighting shall be incorporated into the design of the roundabout and consist of the recommendations found in the latest edition of the "Roundabouts: An Informational Guide". Lighting shall be incorporated even if the approach lanes are not illuminated.

In determining the Intersection Sight Distance, the length of the approach leg of the sight triangle shall be 50 feet from the circulatory roadway. The sight distance shall assume a driver's height of 3.5 feet and an object height of 3.5 feet above ground.

The maintenance costs associated with the landscaping and the illumination shall be borne by the developer or HOA, as applicable.

### **Applicability of the Standard**

This standard applies to all types of development, including residential subdivisions, PODs, and CIPs.

### **Design Requirements**

Must use the latest edition of "Roundabouts: An Informational Guide" to design the roundabout