Subject: Lane Use Signs and Pavement Markings at Multi-lane Roundabouts

Date: 27 July 2005	**Author**: E. Miska
Bulletin Number: TE-2005-5 **Bulletin Type**:	**Action Required**: **Effective Date**: Immediately
Distribution	**Standards Affected**
MoT Designers **Design Consultants**	New

BACKGROUND

Lane use signs and markings are commonly used at intersections to provide positive guidance to motorists when the lane use is different from what normally would be expected. Multi-lane roundabouts are relatively new on Ministry roadways. Lane use signs and pavement markings intended specifically for roundabouts can provide positive guidance to drivers as they approach and navigate the multi-lane roundabout.

POLICY

Roundabout Lane Use signs

Roundabout Lane Use signs will be used in advance of multi-lane roundabouts to direct motorists into the appropriate lane. The sign record for Roundabout Lane Use signs (R-500 series) illustrates possible combinations of the lane use symbols that may be applied. The designer should select signs based on the lane use that applies to their design.

Pavement markings on the approach to the Roundabout

The symbols used in the roundabout lane use signs will also be installed as pavement markings in the appropriate lane on the approach to the roundabout. If space permits, a second set of confirmatory pavement lane use markings should also be used. The use of the same symbols will reinforce to drivers the indicated lane use. The layout and dimensioning of the roundabout approach lane markings is attached.

Pavement Markings within the Roundabout

To provide guidance to drivers within the roundabout, lane continuity lines will be used. Directional arrows may be placed within the roundabout to emphasize appropriate lane movements. The attached schematic drawing illustrates the application of continuity lines and pavement marking arrows. Note that the pavement marking arrows within the roundabout are of the conventional variety strategically positioned to provide additional guidance to drivers.

It is recognized that large trucks will over-track the markings on certain movements. The diameter of roundabouts is limited to improve the over-all safety for all vehicles. If the diameter of a roundabout was made so large as to eliminate any potential over-tracking of trucks then over-all safety performance would be diminished.

For further information or comment please contact:

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Victoria BC V8W 9T5
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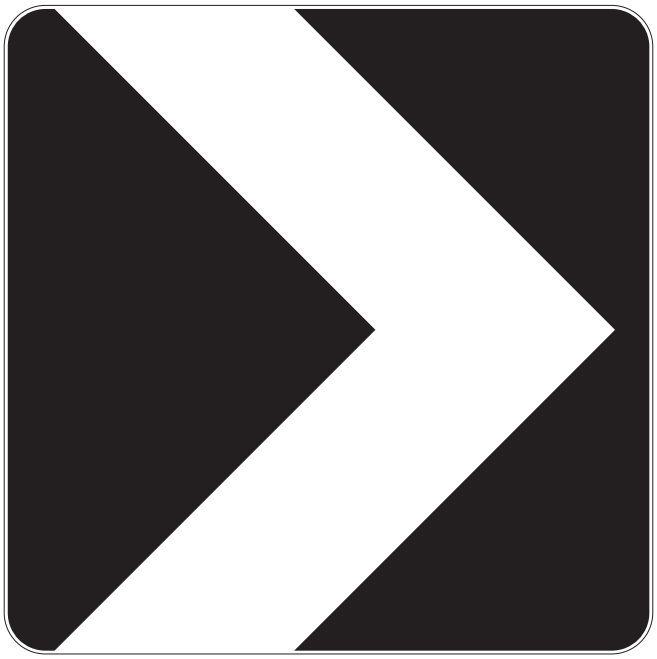
BRITISH COLUMBIA

Ministry of Transportation

Sign Item #

R-500-1



Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-500-1	600 x 600	ASTM Level 9	AL SB-33	7	Black	White

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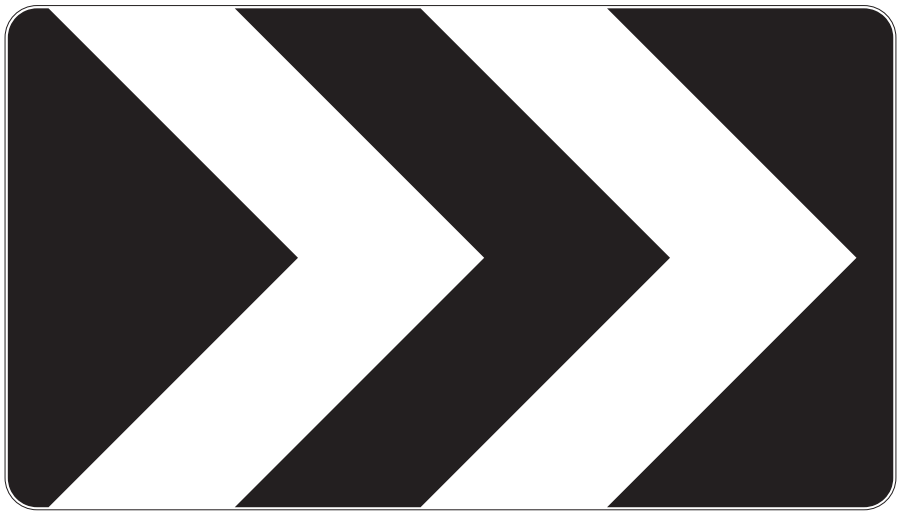
Sign Item #

R-500-2



Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-500-2	1060 x 600	ASTM Level 9	Custom (see next page)	8	Black	White

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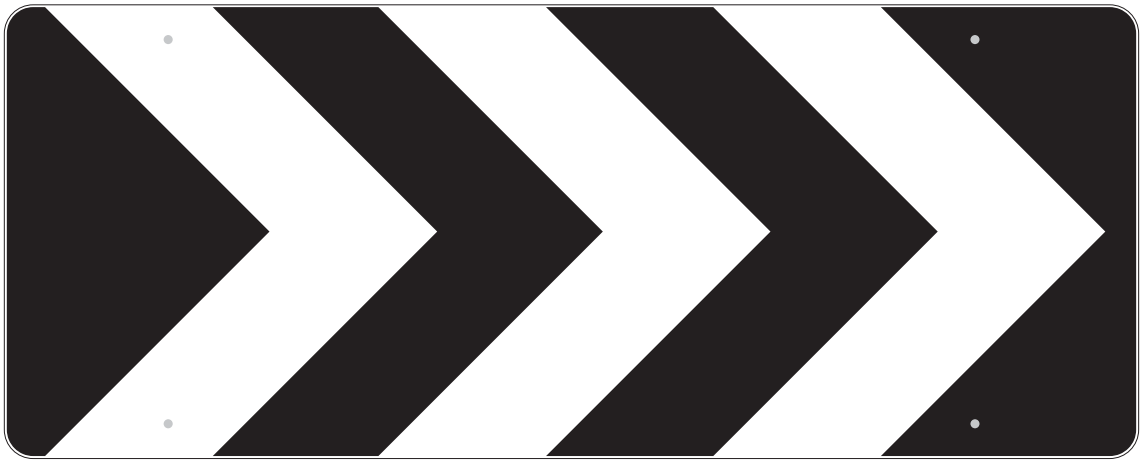
Sign Item #

R-500-3



Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-500-3	1500 x 600	ASTM Level 9	Custom (see next page)	10	Black	White

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Sign Item #

R-502-1

Font: ClearviewHwy1B, 75mm

Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-502-1	750 x 300	ASTM Level 9	AL SB-37	6	White	Black

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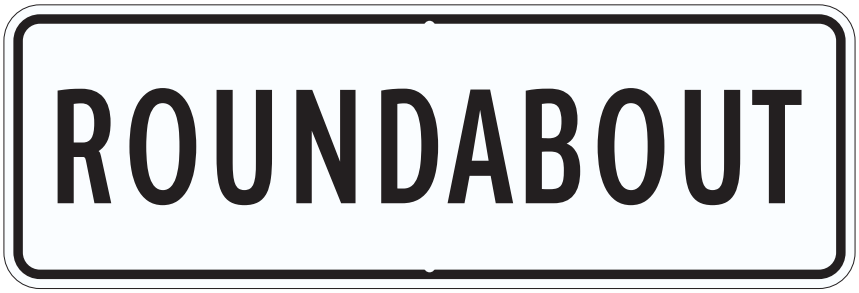
Sign Item #

R-507



Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-507	900 x 300	ASTM Level 3	AL SB-49	8	Black	White

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Ministry of Transportation

Sign Item #

R-508

Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

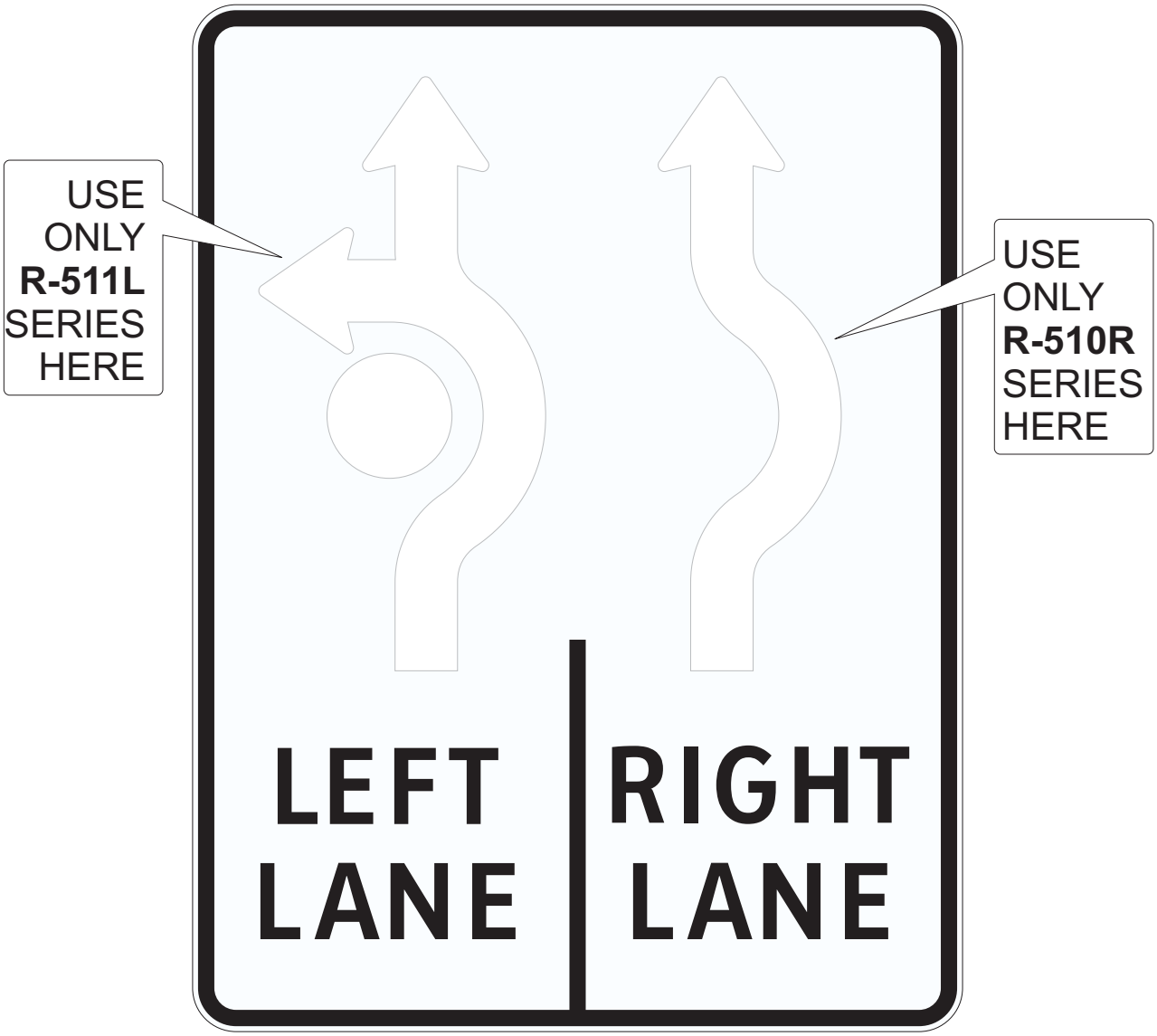
SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-508	900 x 300	ASTM Level 3	AL SB-49	8	Black	White

BRITISH COLUMBIA

Ministry of Transportation

Sign Item #

R-509



Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-509	900 x 1200	ASTM Level 3	AL SB-53	8	Black	White

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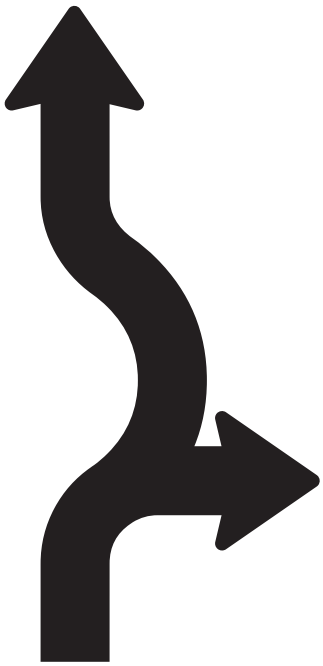
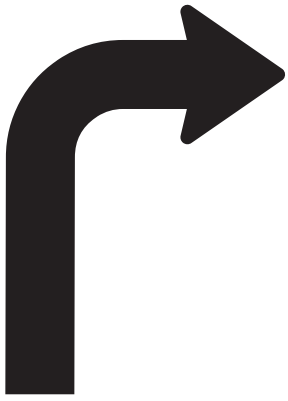
Sign Item #

R-510R



R-510R-1

R-510R-2



R-510R-3

Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-510R	N/A	N/A	R-509	8	Black	N/A

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Sign Item #

R-511L

R-511L-1

R-511L-2

R-511L-3

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Senior Traffic Engineer

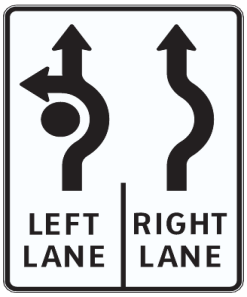
FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
R-511L	N/A	N/A	R-509	8	Black	N/A

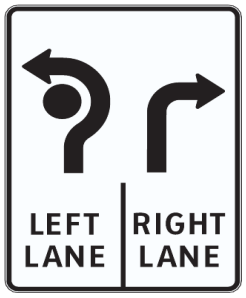
R-509-LN-1

R-509-LN-2

R-509-LN-3



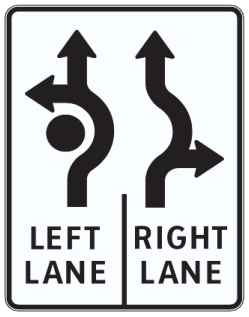
R-509-LN-4



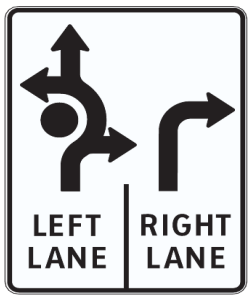
R-509-LN-5

R-509-LN-6

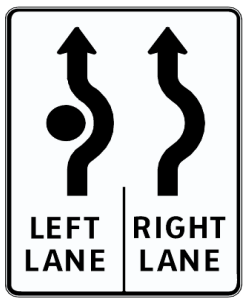
R-509-LN-7



R-509-LN-8



R-509-LN-9



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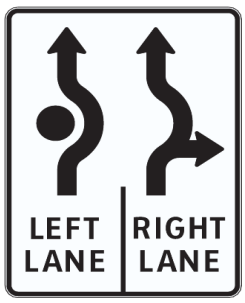
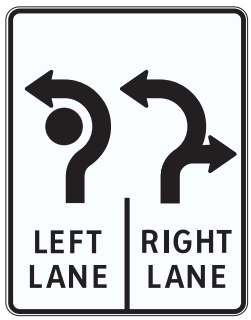


R-509-LN-11

R-509-LN-12



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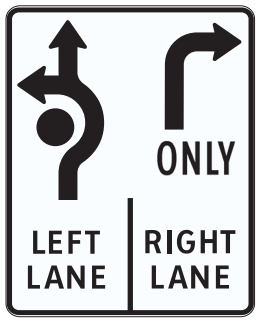

R-509-LN-XX-ONLY
(Example: Right Lane)

ONLY

R-509-LN-XX-ONLY
– (L or R Lane)
The "ONLY" Text may be added to Lane Use Signs to improve driver compliance.
The sign is "special" order requiring RTE, and/or STE approval.

Typical "Lane-Use" sign combinations used to match desired lines of traffic flows in the area

This Lane Use Sign can be used with added "Tabs." The Tabs would typically be used in urban areas where advance guide signs did not exist. This sign indicates to approaching drivers of the existance of a multi-lane roundabout so they may get into the appropriate lane for their desired maneouver.

BRITISH COLUMBIA

Ministry of Transportation

Sign Item #

W-500

Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
W-500	900 x 900	ASTM Level 9	AL SB-52D	8	Yellow	Black

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Ministry of Transportation

Sign Item #

W-500T

Original Digital Records by Sign Services Section
Jerry Froese
Senior Traffic Engineer

FABRICATION APPROVAL

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
W-500T	900 x 300	ASTM Level 9	AL SB-49	9	Yellow	Black

W-22 SPEED ADVISORY SIGN

May be used on the W-500 Roundabout Ahead Sign as requested by the Regional Traffic Engineer (RTE) or Senior Traffic Engineer (STE).

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Ministry of Transportation

Sign Item #

W-501

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
W-501	900 x 900	ASTM Level 9	AL SB-52	8	Yellow	Black/Red

BRITISH COLUMBIA

Ministry of Transportation

Sign Item #

W-501T

SIGN ITEM #	DIMENSIONS (W x H) (mm)	REFLECTIVITY	SUBSTRATE / SIGN BLANK #	SCALE RATIO	COLOUR	
					BACKGROUND	BORDER \ MESSAGE
W-501t	900 X 600	ASTM Type 9	AL SB-51	8	Yellow	Black / Red

SIGN RECORD

Ministry of Transportation

Sign Services Section

RIMS: _____

SIGN#: 62 - 17 - 0500
Dist. # / Hwy # / Sign #

District: Vancouver Island **Highway:** 17 **Design Speed:** 60Km/h

PARENT SIGN SPECS			
Type:	G-005	**Border:**	Inset 0.64 cm
Sign Size:	3660 mm X 2135 mm		Width 2.54 cm
Substrate:	Extruded Aluminum		Inside Radius 15.24 cm
Reflectivity:	ASTM Levels 9 / 3	**Font:**	ClearviewHwy 3W 200
Color:	Wht / Grn	**Shield:**	RMG 150

TAB SPECS			
Type:	G-00X	**Border:**	Inset 0.64 cm
Sign Size:	000.0 cm X 000.0 cm		Width 3.8 cm
Substrate:	Extruded Aluminum		Inside Radius 23.0 cm
Reflectivity:	ASTM Levels 3 / 3	**Font:**	Hwy Gothic EM 200mm
Color:	Blk Vinyl / Wht / Grn	**Shield:**	RMS200

PARENT SIGN HARDWARE			
Sign Support:	4 - Al Ang @ 2160 mm	**Sign Mount:**	Wood Post
J-Clip Assembly:	16 Sets	**Surface Area:**	7.814 Sq-m

TAB HARDWARE			
Sign Support:	0-Al Angle-000.0 cm	**Sign Mount:**	Wood Post
J-Clip Assembly:	0 Sets	**Surface Area:**	0.000 Sq-m

MODIFIED RECORD FORMATS WILL NOT BE ACCEPTED!

Typical Roundabout Guide Signing used on BC MoT Roadways

Roundabout Signs:

R-500 - 1, 2, 3 series signs

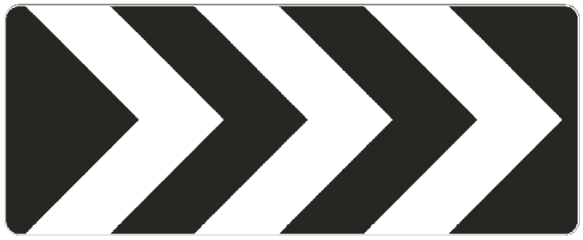
Roundabout Directional Sign.

The roundabout Directional Sign indicates to approaching roadusers the "one-way" direction they must follow when traveling in a roundabout. The roundabout sign is placed on the centre island of the roundabout in a location such that it is directly "In The Line Of Sight" of approaching roadusers. Additional R-500 -1 & 2's may also be added to the approaching splitter islands as requested by the Regional Traffic Engineer (RTE), or Senior Traffic Engineer (STE). The standard sign size is the R-500-3 at 1520 X 600 mm and the reflectivity of the sheeting is "Type 9." On smaller diameter roundabouts, the R-500-1 or -2 may be used. On very large diameter roundabouts the directional signs may be combined longitudinally for more visible impact. Minimum height above ground to bottom of the sign is 600 mm. In areas impacted by snowfall, the height to bottom of the sign may be increased to a maximum of 1.2 metres above ground.

R-500-1

R-500-2

R-500-3



R-502 -1 tab

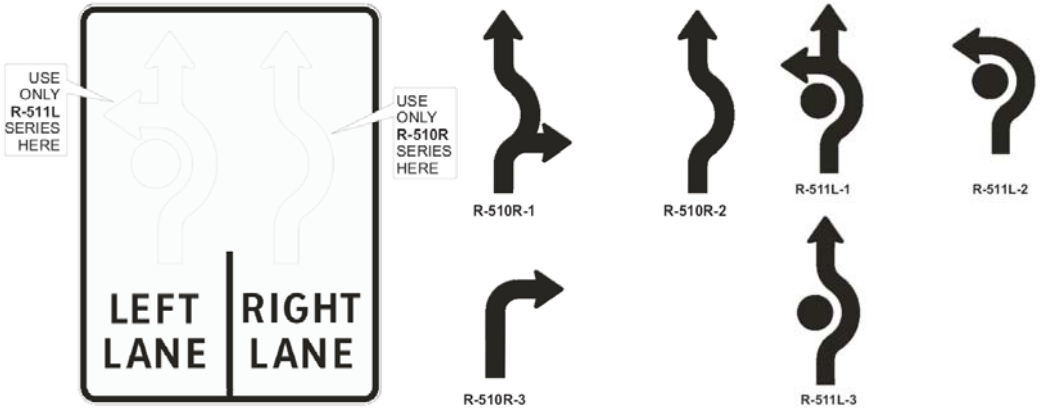
Yield To Traffic In Roundabout Tab Sign

The “Yield To Traffic In Roundabout” Tab sign is used in conjunction with the R-002 Yield Sign to help familiarize roadusers as to their operational responsibilities at the entrance to a roundabout. The Roundabout R-502-1 tab sign is optional. The R-502-1 tab is placed below the R-002 sign.

R-509, (R-510R, R-511L)

Multi-Lane Roundabout Lane Use Sign

Roundabout Lane Use Signs are used on multi-lane roundabout approaches where the permitted movement in one or more approach lanes is indicated to approaching roadusers. Roundabout Lane Use signs shall be used on multi-lane roundabouts and may be installed overhead or on the right side of the road. Typically the roundabout lane use signs are positioned approximately 50 metres back from the **Yield Line** of the roundabout. Confirmatory roundabout lane use signs may be added to the roundabout and are located approximately 60 metres to 120 metres back from the primary roundabout lane use signs. Where a raised median exists, supplementary roundabout lane use signs may be placed on the left side of the road. Roundabout lane use signs are often supplemented by lane use pavement marking arrows.



R-507 name tab

Multi-Lane Roundabout Lane Use "Roundabout" Tab Sign

The Multi-Lane Roundabout Lane Use "Roundabout" Tab sign is used in conjunction with the R-509 Multi-lane Roundabout Lane Use sign to help roadusers associate the Diagrammatic R-509 Lane Use sign to multi-lane roundabouts. The Roundabout R-507 tab sign is optional and is used primarily in urban locations where the diagrammatic type advance direction guide sign and/or W-500 Roundabout Ahead sign is not provided. The R-507 "Roundabout" tab is placed above the R-509 Multi-lane Roundabout Lane Use sign.

R-508 name tab

Multi-Lane Roundabout Lane Use "Get In Lane" Tab Sign

The Multi-Lane Roundabout Lane Use "Get In Lane" Tab sign is used in conjunction with the R-509 Multi-lane Roundabout Lane Use sign to inform roadusers they must get into the appropriate lane to make their desired maneuver through a multi-lane roundabouts. The Roundabout R-508 tab sign is optional and is used primarily in urban locations where the diagrammatic type advance direction guide sign and/or W-500 Roundabout Ahead sign is not provided. The R-508 "Get In Lane" tab sign is placed above the R-509 Multi-lane Roundabout Lane Use sign and below the R-507 ""Roundabout" tab sign.

W-500

Roundabout Ahead Sign

The Roundabout Ahead Sign indicates to roadusers that they are approaching a Roundabout. The sign is placed in advance of a roundabout, and are generally necessary where the presence of the roundabout may be unexpected and where the diagrammatic type advance direction guide sign is not provided. They should be used where approach speeds are high (>= 70 km/hr), particularly where there is restricted sight distance to the roundabout to give added warning of the roundabout ahead. The Roundabout Ahead sign is optional in an urban residential environment for non-numbered highways/roads whose functional classification is similar to, or that of "Local Road" or "Collector." The Roundabout Ahead sign is optional between “back to back” roundabouts of <= 750 metres separation (Example: Diamond Interchanges). The roundabout ahead sign may be supplemented by the optional W-22 (30 km/hr) Speed Advisory Tab as specified by the Regional Traffic Engineer (RTE), or Senior Traffic Engineer (STE).

W-500T tab

Roundabout Tab Sign

The Roundabout Tab sign is used in conjunction with the W-500 Roundabout Ahead Sign to help familiarize roadusers as to what the Diagrammatic W-500 Roundabout Ahead Sign symbolizes. The Roundabout W-500T tab sign is optional. The W-500T tab is placed below the W-500 sign.

W-501

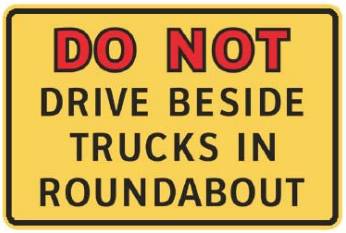
Do Not Drive Beside Trucks In Roundabout Sign

The Do Not Drive Beside Trucks In Roundabout Tab sign is used at multilane roundabouts as specified by the Regional Traffic Engineer (RTE), or Senior Traffic Engineer (STE). It is generally considered for use on the approach to smaller diameter multilane roundabouts where "over-tracking" by commercial truck traffic within the roundabout is common.

W-501T tab

Do Not Drive Beside Trucks In Roundabout Sign tab

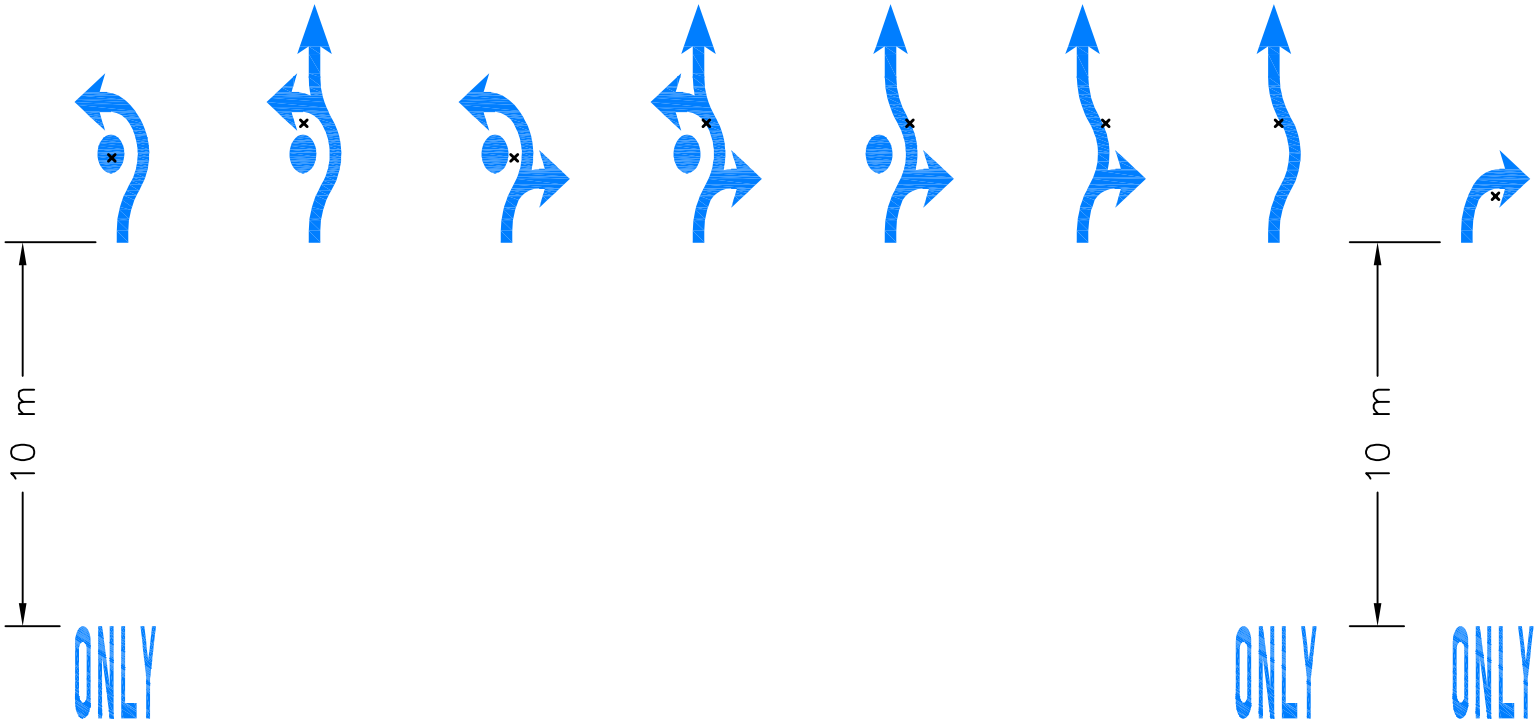
The Do Not Drive Beside Trucks In Roundabout Tab sign is used in conjunction with the W-501 Do Not Drive Beside Trucks In Roundabout sign to help familiarize roadusers as to what the Diagrammatic W-501 Do Not Drive Beside Trucks In Roundabout sign symbolizes. The W-501T tab is placed below the W-501 sign.



ROUNDABOUT
APPROACH LANE USE
PAVEMENT MARKINGS

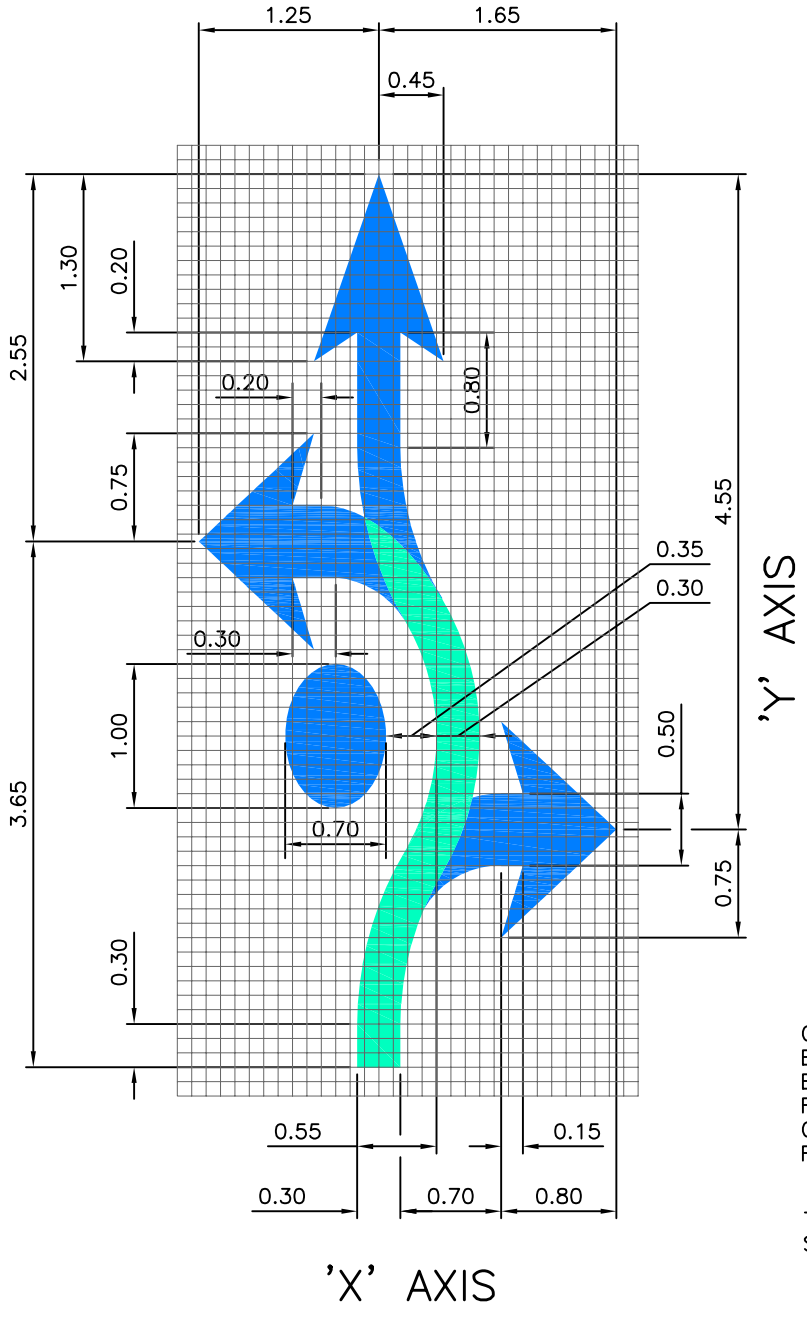
'×' DENOTES THE CENTER OF THE SYMBOL (SEE THE INDIVIDUAL ARROW LAYOUTS FOR MORE DETAIL). THIS POINT SHALL BE USED TO POSITION THE SYMBOL IN THE CENTER OF THE LANE. SYMBOLS PLACED IN ADJACENT LANES SHALL HAVE THE BOTTOM OF THE ARROWS ALIGNED.

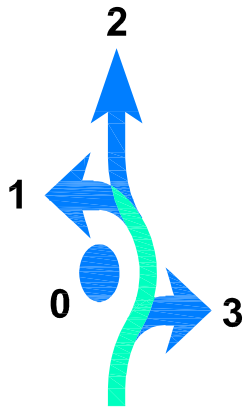
THE "ONLY" MARKING SHOULD BE USED FOR UNI–DIRECTIONAL ARROWS ONLY.



ROUNDABOUT APPROACH LANE USE PAVEMENT MARKINGS

(FOR USE ON MULTI–LANE APPROACHES ONLY)



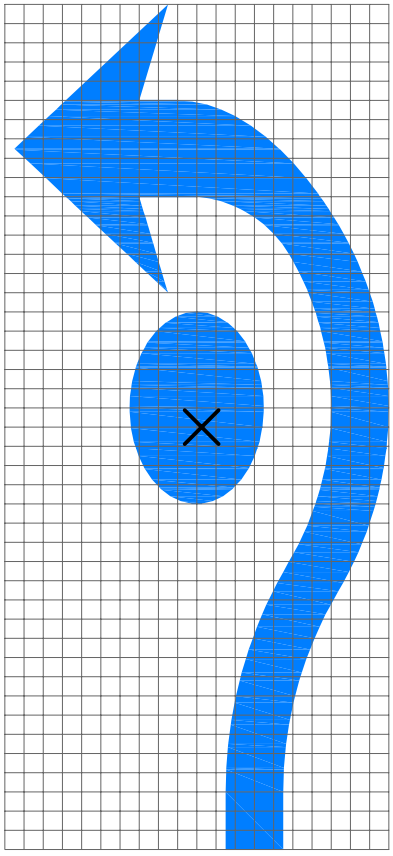


ELEMENT DIAGRAM

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

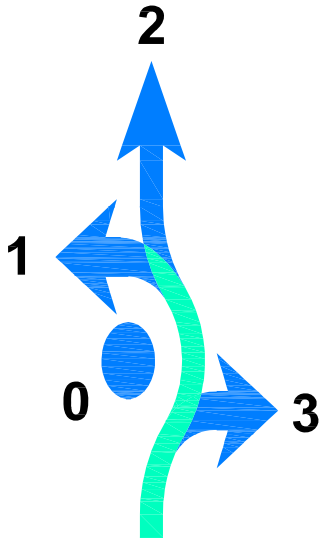
OVERALL DIMENSIONS ARE TO THE FURTHEST EDGE POINTS OF THE SYMBOL THAT DEFINE AN ENCLOSING BOX AROUND THE SYMBOL. TO FIND THE CENTER OF SYMBOL, DIVIDE THE OVERALL DIMENSION IN HALF AND MEASURE FROM A CORNER OF THE ENCLOSING BOX.

THE DOT (ELEMENT 0) IS ONLY USED IN SYMBOLS FOR THE LEFTMOST LANE.



100 mm

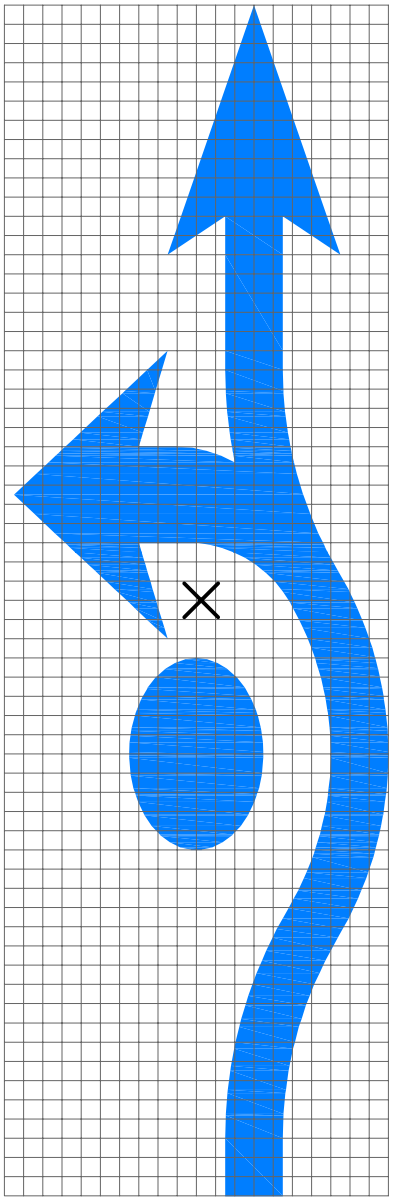
100 mm



ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
0 & 1	1.95 m	4.40 m

× DENOTES THE CENTER OF THE SYMBOL



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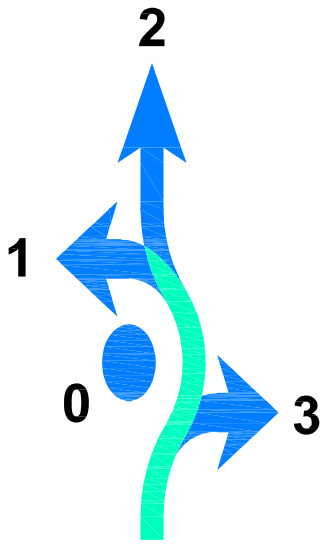
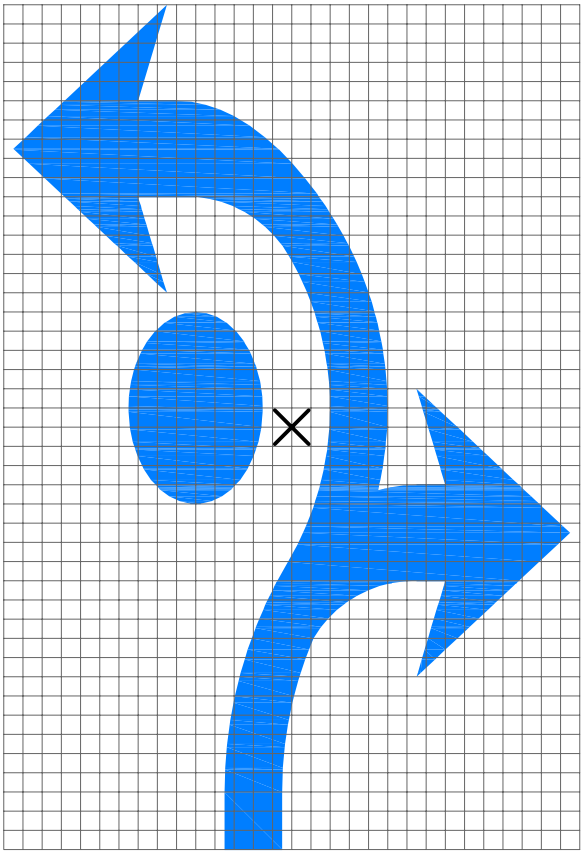


ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
0, 1 & 2	1.95 m	6.20 m

X DENOTES THE CENTER OF THE SYMBOL



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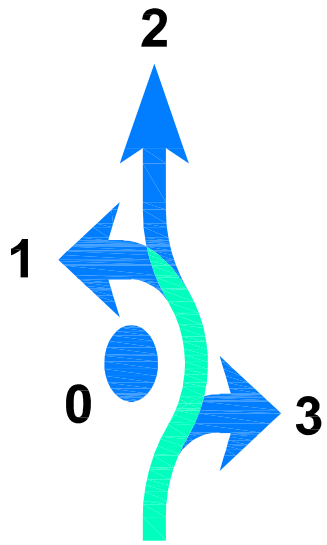
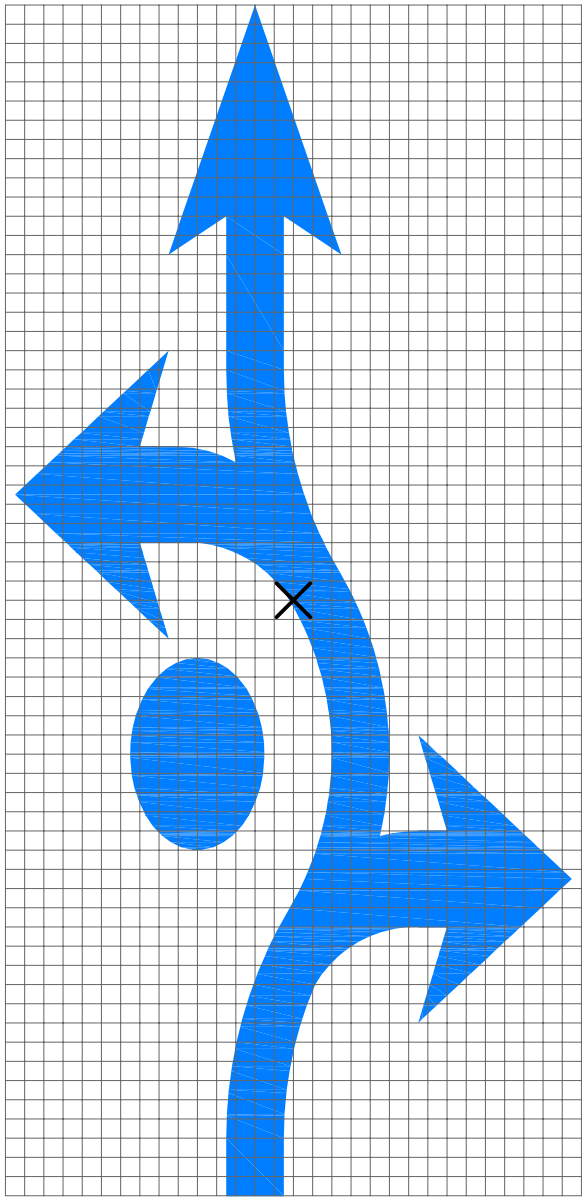


ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
0, 1 & 3	2.90 m	4.40 m

× DENOTES THE CENTER OF THE SYMBOL



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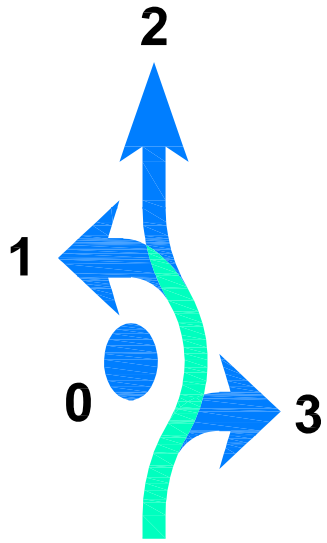
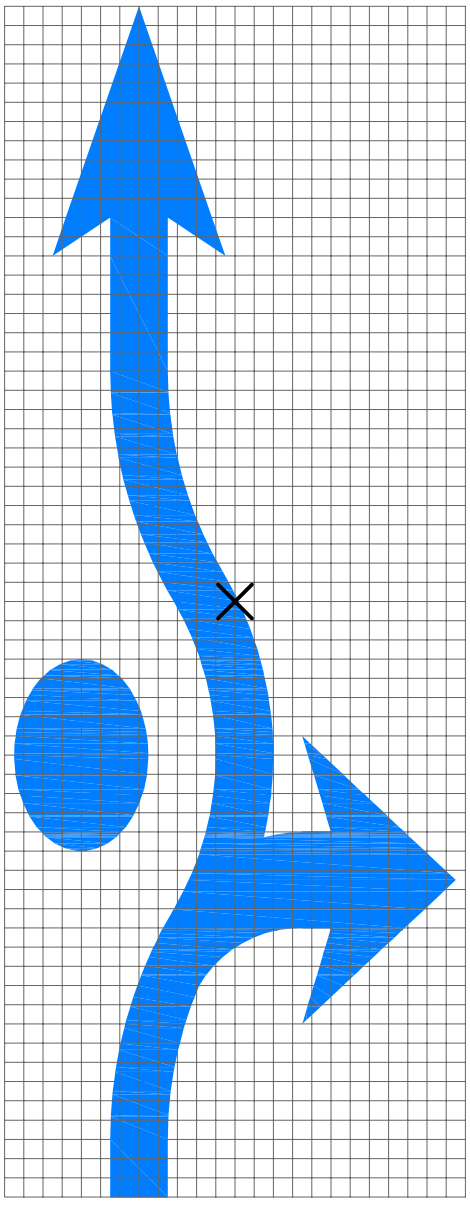


ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
0, 1, 2 & 3	2.90 m	6.20 m

× DENOTES THE CENTER OF THE SYMBOL



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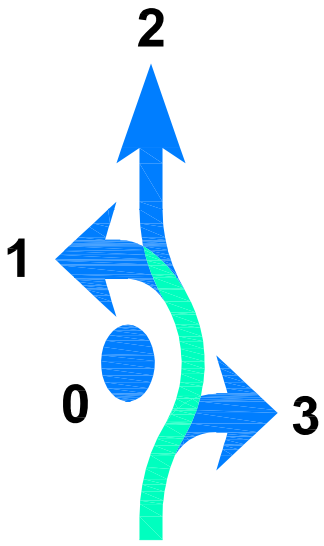
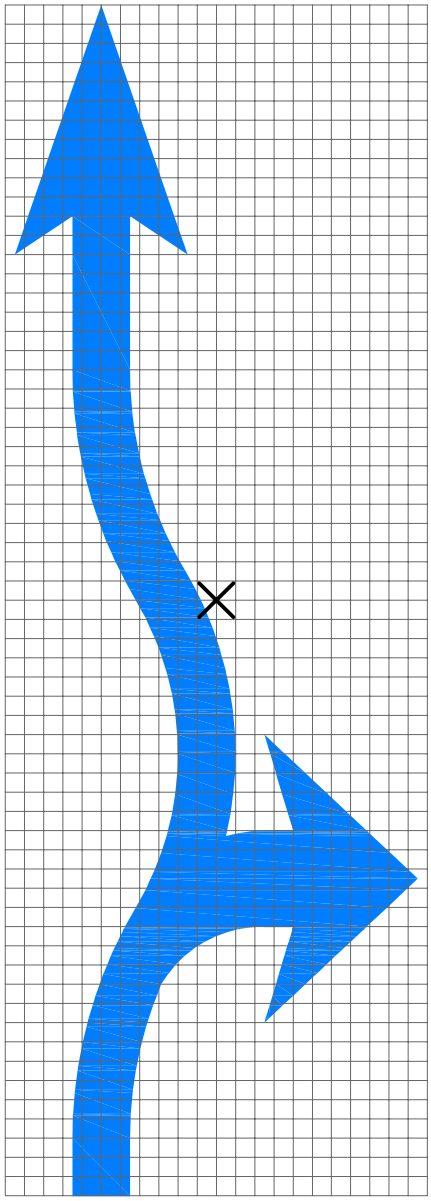


ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
0, 2 & 3	2.30 m	6.20 m

× DENOTES THE CENTER OF THE SYMBOL



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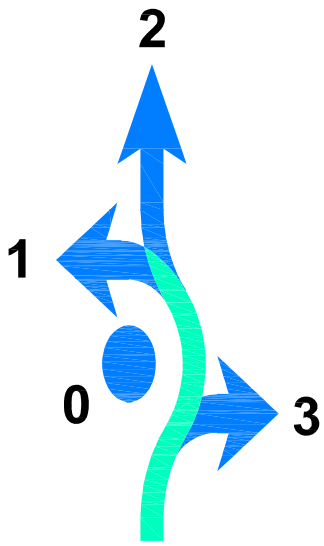
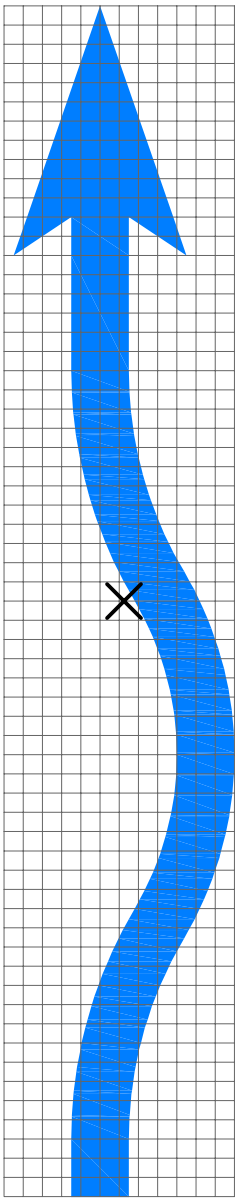


ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
2 & 3	2.10 m	6.20 m

× DENOTES THE CENTER OF THE SYMBOL



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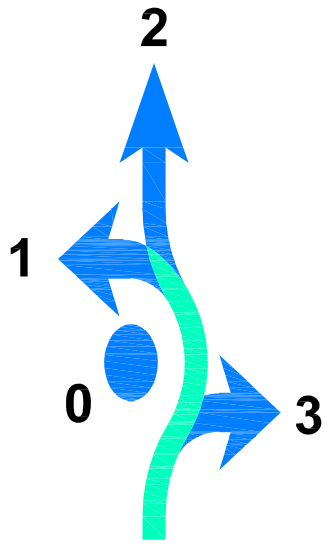
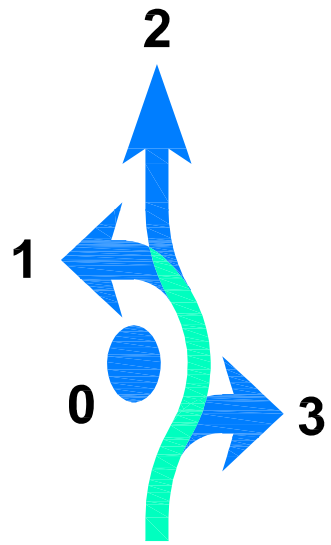


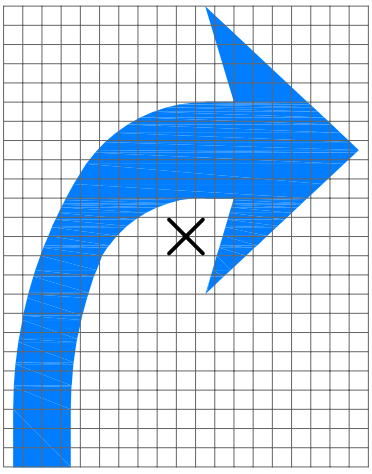
ELEMENT DIAGRAM

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
2	1.15 m	6.20 m

× DENOTES THE CENTER OF THE SYMBOL



ELEMENT DIAGRAM

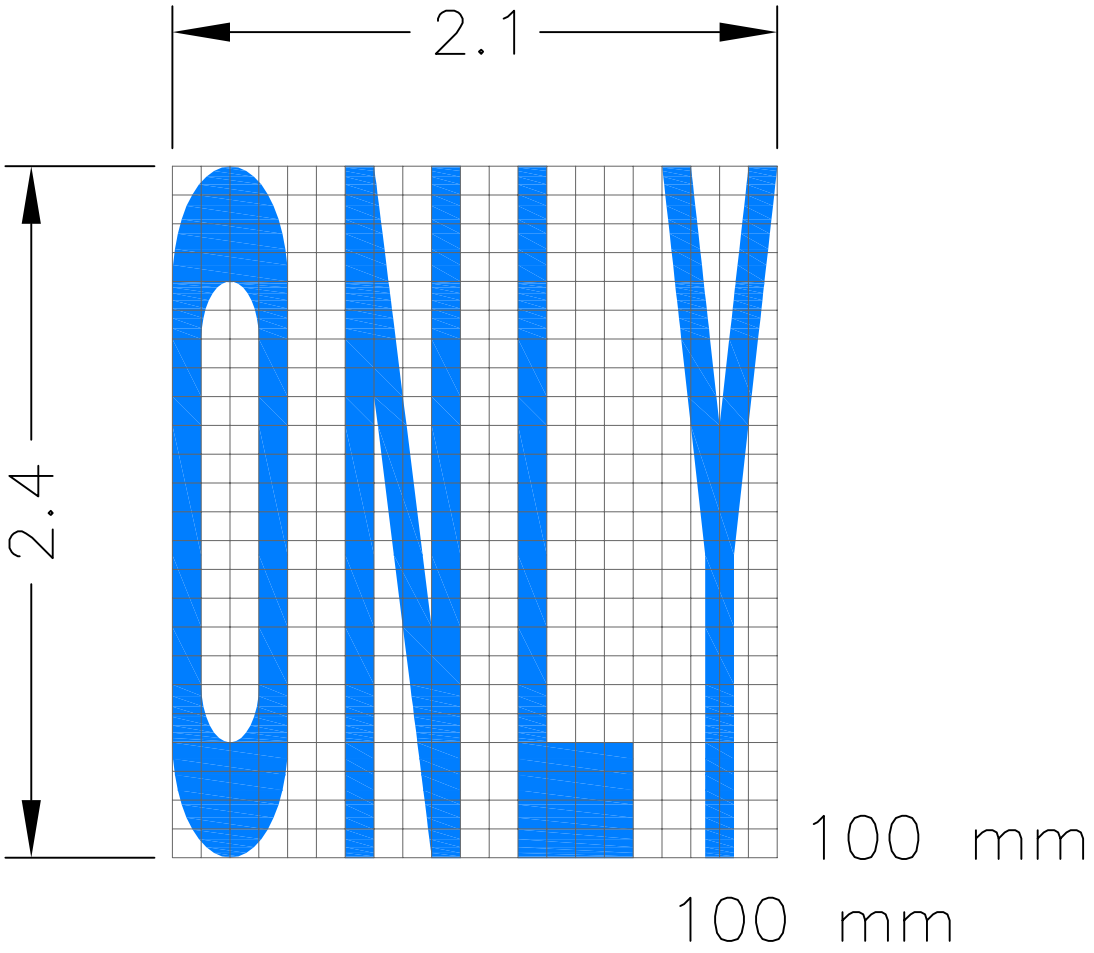


100 mm

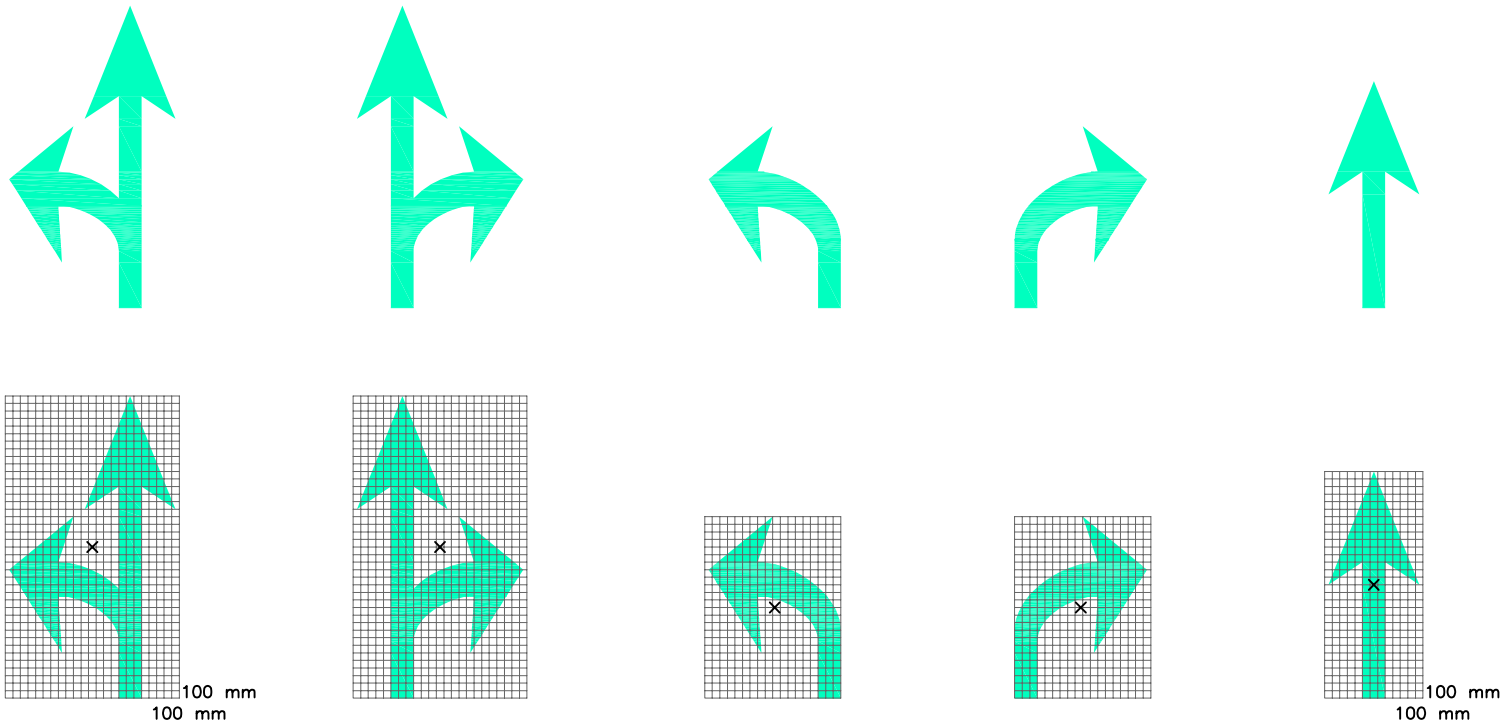
100 mm

OVERALL DIMENSIONS		
ELEMENTS INCLUDED	OVERALL 'X'	OVERALL 'Y'
3	1.80 m	2.40 m

× DENOTES THE CENTER OF THE SYMBOL


2.1
2.4
ONLY
100 mm
100 mm

ROUNDABOUT
LANE USE
PAVEMENT MARKINGS
(INSIDE A MULTI-LANE ROUNDABOUT)



× DENOTES THE CENTER OF THE SYMBOL

Figure 1 Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches. No lane arrows within roundabout – typical of smaller diameter roundabouts.

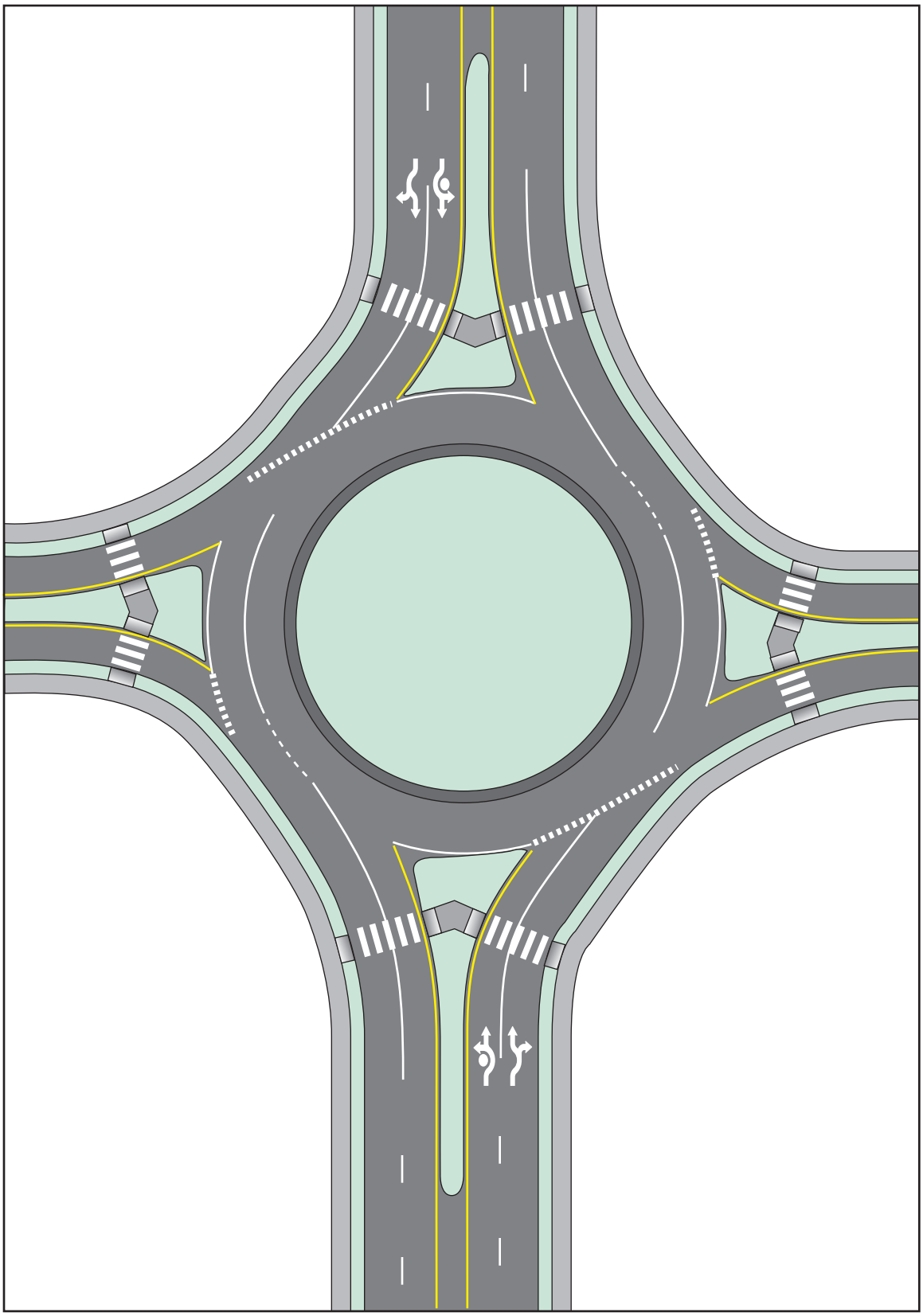
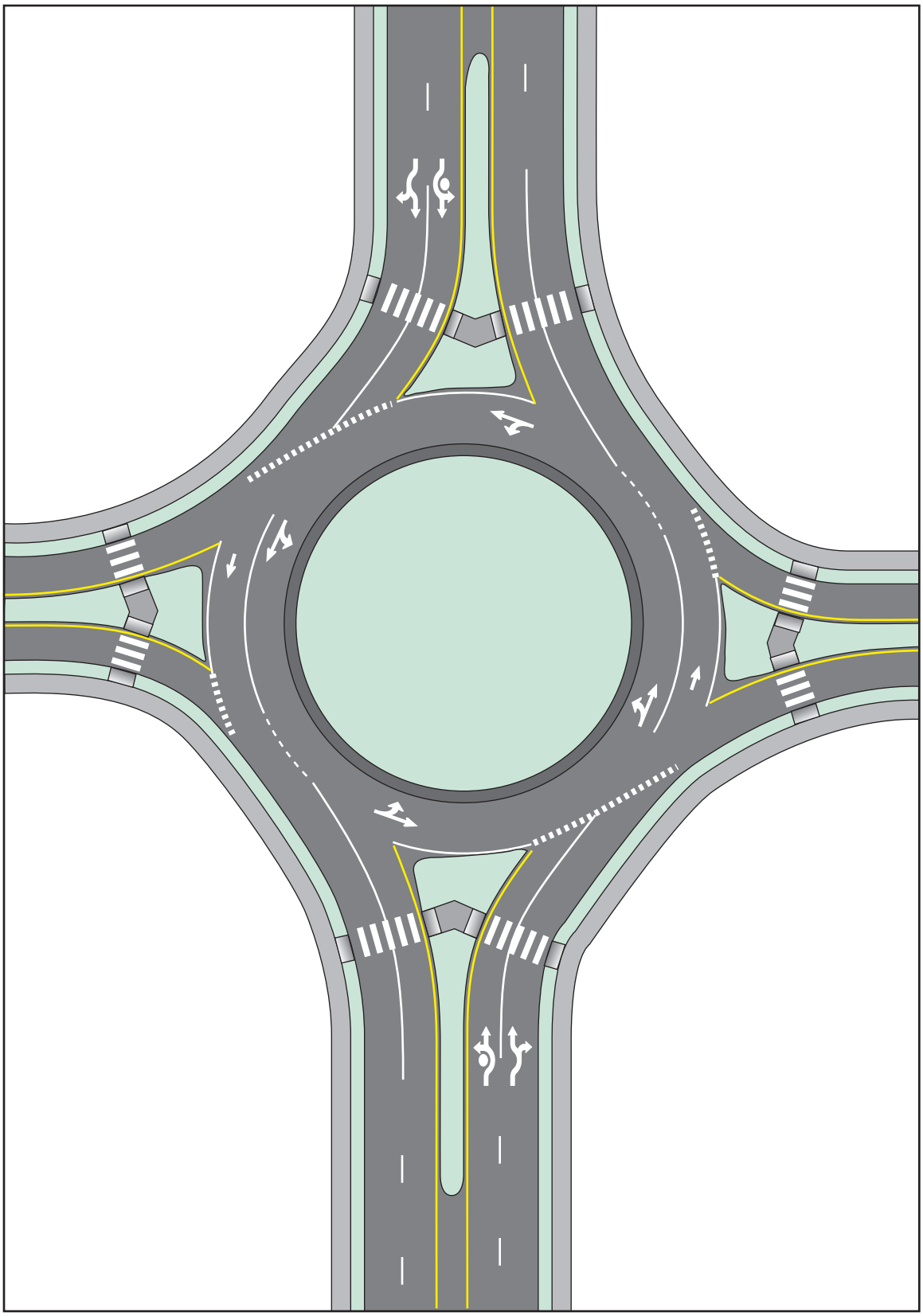
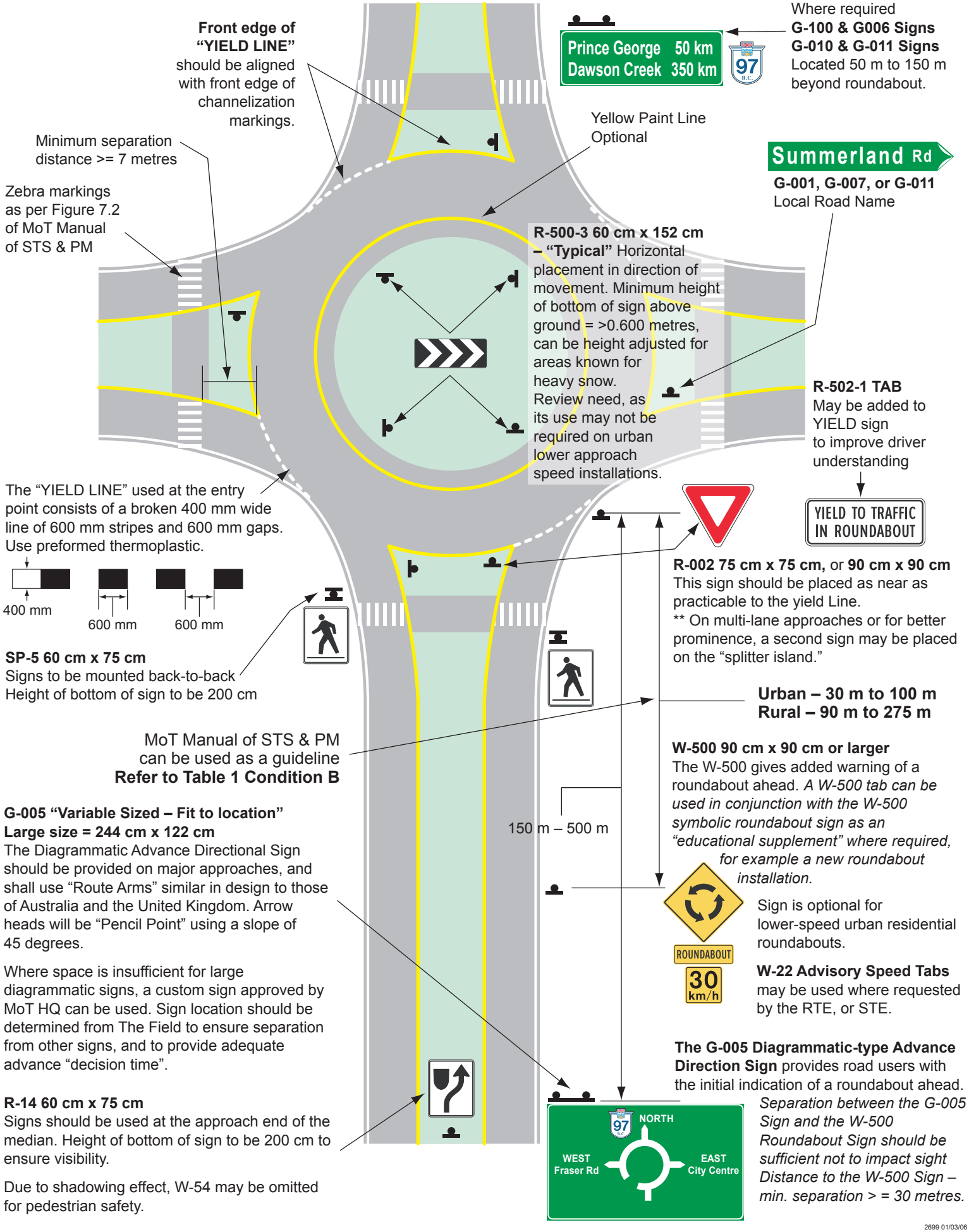


Figure 2 Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches. Lane arrows included within roundabout – typical of larger diameter roundabouts.



MoT SINGLE LANE ROUNDABOUT SIGNING GUIDE – December 2005

*** MULTI-LANE WILL BE SIMILAR FOR REGULATORY AND WARNING SIGNS



Front edge of "YIELD LINE" should be aligned with front edge of channelization markings.

Minimum separation distance >= 7 metres

Zebra markings as per Figure 7.2 of MoT Manual of STS & PM

Where required
G-100 & G006 Signs
G-010 & G-011 Signs
Located 50 m to 150 m beyond roundabout.

Yellow Paint Line Optional

G-001, G-007, or G-011
Local Road Name

R-500-3 60 cm x 152 cm – "Typical" Horizontal placement in direction of movement. Minimum height of bottom of sign above ground = >0.600 metres, can be height adjusted for areas known for heavy snow. Review need, as its use may not be required on urban lower approach speed installations.

R-502-1 TAB
May be added to YIELD sign to improve driver understanding

The "YIELD LINE" used at the entry point consists of a broken 400 mm wide line of 600 mm stripes and 600 mm gaps. Use preformed thermoplastic.

400 mm | 600 mm | 600 mm

SP-5 60 cm x 75 cm
Signs to be mounted back-to-back
Height of bottom of sign to be 200 cm

R-002 75 cm x 75 cm, or **90 cm x 90 cm**
This sign should be placed as near as practicable to the yield Line.
** On multi-lane approaches or for better prominence, a second sign may be placed on the "splitter island."

Urban – 30 m to 100 m
Rural – 90 m to 275 m

MoT Manual of STS & PM can be used as a guideline
Refer to Table 1 Condition B

150 m – 500 m

W-500 90 cm x 90 cm or larger
The W-500 gives added warning of a roundabout ahead. *A W-500 tab can be used in conjunction with the W-500 symbolic roundabout sign as an "educational supplement" where required, for example a new roundabout installation.*

Sign is optional for lower-speed urban residential roundabouts.

W-22 Advisory Speed Tabs
may be used where requested by the RTE, or STE.

G-005 "Variable Sized – Fit to location"
Large size = 244 cm x 122 cm
The Diagrammatic Advance Directional Sign should be provided on major approaches, and shall use "Route Arms" similar in design to those of Australia and the United Kingdom. Arrow heads will be "Pencil Point" using a slope of 45 degrees.

Where space is insufficient for large diagrammatic signs, a custom sign approved by MoT HQ can be used. Sign location should be determined from The Field to ensure separation from other signs, and to provide adequate advance "decision time".

R-14 60 cm x 75 cm
Signs should be used at the approach end of the median. Height of bottom of sign to be 200 cm to ensure visibility.

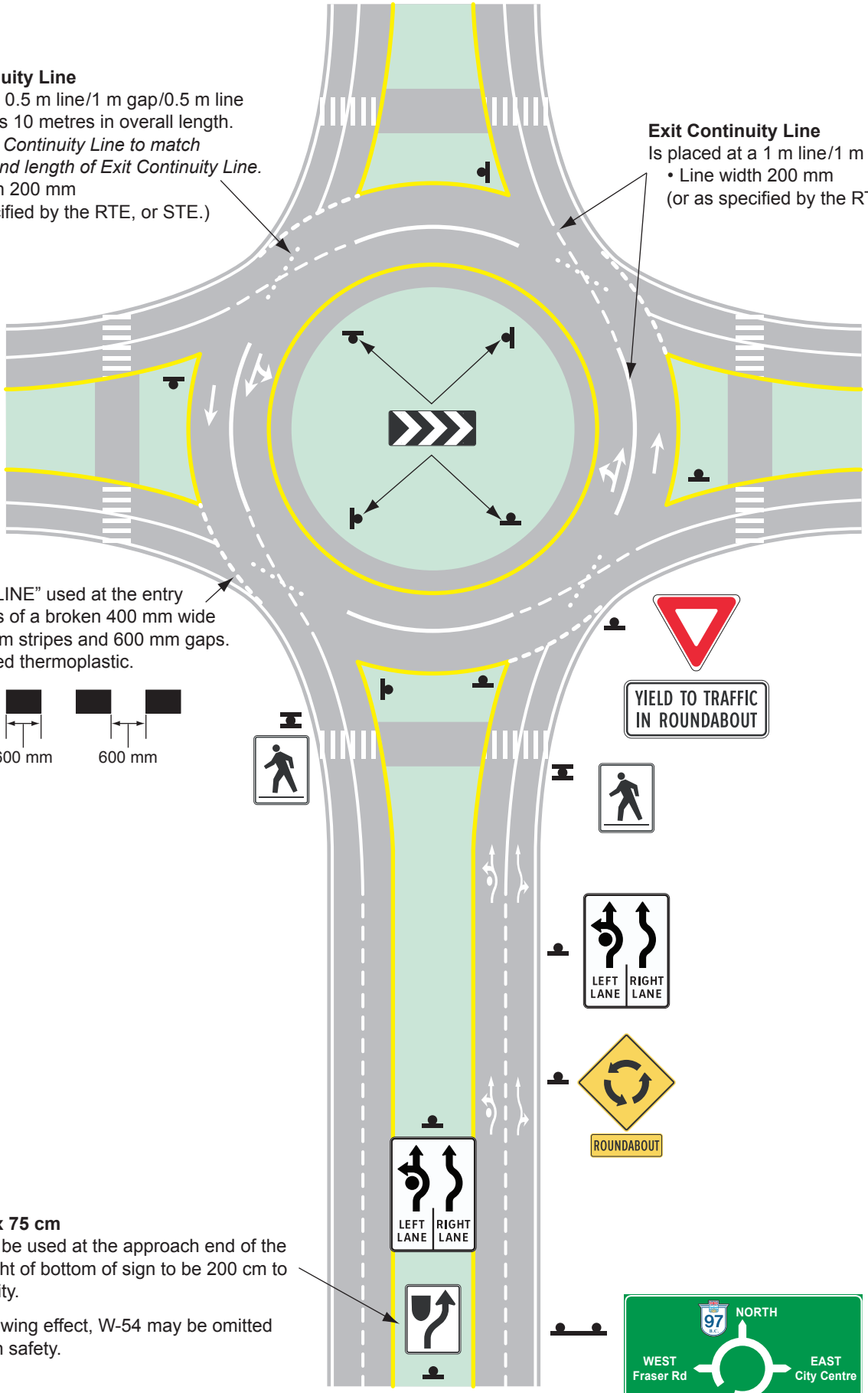
Due to shadowing effect, W-54 may be omitted for pedestrian safety.

The G-005 Diagrammatic-type Advance Direction Sign provides road users with the initial indication of a roundabout ahead. *Separation between the G-005 Sign and the W-500 Roundabout Sign should be sufficient not to impact sight Distance to the W-500 Sign – min. separation > = 30 metres.*

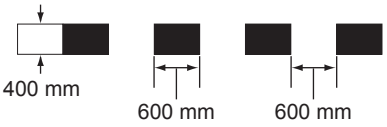
MoT MULTI-LANE ROUNDABOUT PAVEMENT MARKING – December 2005

Entry Continuity Line
Is placed at a 0.5 m line/1 m gap/0.5 m line spacing and is 10 metres in overall length.
Option: Entry Continuity Line to match dimensions and length of Exit Continuity Line.
- Line width 200 mm
(or as specified by the RTE, or STE.)

Exit Continuity Line
Is placed at a 1 m line/1 m gap/1 m line spacing.
- Line width 200 mm
(or as specified by the RTE, or STE.)

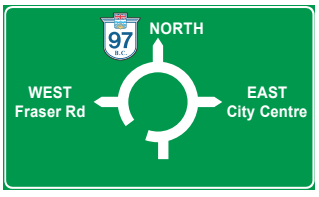


The "YIELD LINE" used at the entry point consists of a broken 400 mm wide line of 600 mm stripes and 600 mm gaps. Use preformed thermoplastic.

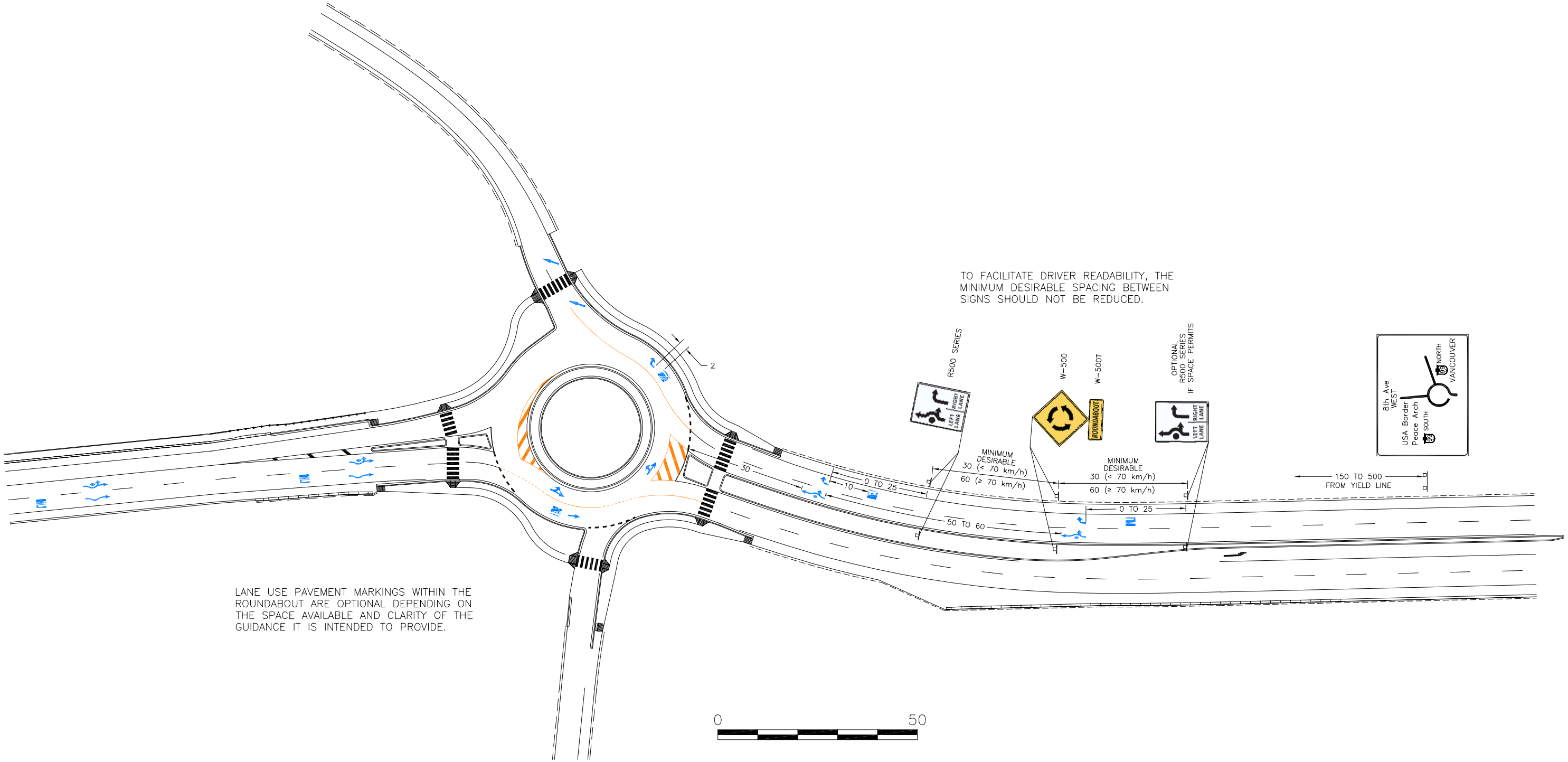


R-14 60 cm x 75 cm
Signs should be used at the approach end of the median. Height of bottom of sign to be 200 cm to ensure visibility.

Due to shadowing effect, W-54 may be omitted for pedestrian safety.



TO FACILITATE DRIVER READABILITY, THE MINIMUM DESIRABLE SPACING BETWEEN SIGNS SHOULD NOT BE REDUCED.



LANE USE PAVEMENT MARKINGS WITHIN THE ROUNDABOUT ARE OPTIONAL DEPENDING ON THE SPACE AVAILABLE AND CLARITY OF THE GUIDANCE IT IS INTENDED TO PROVIDE.

EXAMPLE LAYOUT OF LANE USE SIGNS AND PAVEMENT MARKINGS