

TURBO ROUNDABOUTS



Figure 46: Standard layout of a turbo roundabout

IS THIS STILL VALID?

Table 3: Practical and theoretical capacity of different types of junctions.

<i>Type of roundabout / intersection</i>	<i>Capacity in peak hour ($\pm 10\%$ of AADT), all entries combined</i>		<i>Conflict load (pcu/h)</i>
	<i>Practice</i>	<i>Theoretical</i>	
Single lane roundabout	2,000	2,700	1,350 to 1,500
Multi lane roundabout with single entry and exit lane	2,200	3,600	1,500 to 1,800
Multi lane roundabout with two entry lanes and single exit lane	3,000	3,600	1,800 to 2,000
Multi lane roundabout with two entry and exit lanes.	3,500	4,000	2,100 to 2,400
Turbo roundabout with two entry and exit lanes (basic design)	3,500	3,800	1,900 to 2,100
Spiral roundabout	4,000	4,300	2,000 to 2,300
Rotor roundabout (three entry lanes and two exit lanes)	4,500	5,000	2,500 to 2,800
Signalized roundabout (3*2 entry lanes)	8,500	11,000	4,200

INFO OVERLOAD?

