

ROUNDAHEAD AHEAD SIGN
WA-39



25
km/h
ADVISORY SPEED TAB SIGN
WA-75

LOCAL CLASS "A"

RAISED SPLITTER ISLANDS
(TYPICAL)
YIELD LINE
ROLLED CURB
2.5m SHARED USE PATHWAY (TYPICAL)
VERTICAL CURB
2.0m CONCRETE TRUCK APRON
MEDIAN RAMP
AT GRADE (TYPICAL)

COMBINED WALK& CURB
TYPICAL ON LOCAL

VERTICAL CURB

LOCAL CLASS "A"

4.00 4.00/10.00
18.0m ROW

MAXIMUM CENTERLINE DEFLECTION 10" FOR 18.0mR INSCRIBED CIRCLE

APPROXIMATE AREA REQ'D FOR ROUNDAHEAD DEVELOPMENT
DIAMETER: 35.5mR

PROPERTY LINES BASED ON
18.0mR INSCRIBED CIRCLE PLUS
2.50m SHARED USE PATHWAY

18.0mR INSCRIBED CIRCLE

PROPOSED PROPERTY LINES
(TYPICAL)

4.00
18.0m ROW

LOCAL CLASS "A"

EXIT WIDTH DETERMINED BY DESIGN VEHICLE
TYPICALLY WIDER THAN ENTRY WIDTH ($\pm 5.50m$)
EXIT RADIUS - NO LESS THAN 15m
USUALLY LARGER THAN ENTRY RADIUS (TYPICAL)
MIN. 6.0m CIRCULATORY ROADWAY WIDTH
ENTRY RADIUS TYPICALLY 10-30m
SET BACK SIDEWALKS 1.50m FROM THE CIRCULATORY ROADWAY WHERE POSSIBLE (TYPICAL)
ENTRY WIDTH DETERMINED BY DESIGN VEHICLE
(TYPICAL ENTRY WIDTHS - 4.3 TO 4.9m)
MIN. 25.0m TAPER LENGTH
TYPICALLY 15-17 TO 1

NOTES:

- WB-15 IN RESIDENTIAL AREA ONLY HAS TO BE ABLE TO NAVIGATE THE ROUNDAHEAD AND USES THE TRUCK APRON.
THE SPEED AND TAC CLEARANCES ARE NOT IN EFFECT.
- DESIGN SO A STANDARD CITY BUS DOES NOT NAVIGATE THE ROUNDAHEAD USING
THE TRUCK APRON.
- DESIGN ROUNDAHEAD BASED ON THE SPEED AND SIGHT LINE CLEARANCES FOR
DESIGN VEHICLE AS PER ENGINEER SPECIFICATION.

NOTE:

READ IN CONJUNCTION WITH SHEETS
102-0029-017 THRU 102-0029-020

LOCAL CLASS "A"

REVISIONS

1	XXX XXX
2	
3	

DRAWN BY RBY
DATE 2009-OCT-14
SCALES :
HOR. 1:1000
VERT. _____



**City of
Saskatoon**
Infrastructure Services Department

ROUNDAHEAD DETAILED DESIGN
ROAD CLASSIFICATION
LOCAL CLASS "A"

APPROVED

GENERAL MANAGER

ENGINEER

ENGINEER

PLAN NO. 102-0029-018r001

NOTE:
GEOMETRICS BASED ON WB-15 AS DESIGN
VEHICLE BUT THE DESIGN DOES NOT TAKE INTO
ACCOUNT SPEED OR NECESSARY CLEARANCES
FOR THE WB-15 AS IT IS NOT THE PRIMARY
VEHICLE.