Roundabout Critical Design Parameters

Project - STA-173-1.07

PID: 121934

Design Parameters	Leg 1	Leg 2	Leg 3	Leg 4
Inscribed Circle Diameter, FT	130	130	130	130
Entry Width, FT	17.9	17.6	18.1	19.4
Entry Angle PHI ϕ, DEG	31	18	29	9
Exit Width, FT	15.7	16.4	16.6	17.2
Circulatory Roadway Width Upstream of Entry, FT	18	18	18	18

Fastest Path Speed	Leg 1		Leg 2		Leg 3		Leg 4	
R_1, Radius/Speed, FT/MPH	92	19.7	135	22.9	97	20.1	145	23.5
R_2, Radius/Speed, FT/MPH	101	18.9	110	21.1	91	18.1	71	16.6
R_3, Radius/Speed, FT/MPH	720	28.3	602	32.9	202	26.7	425	31.8
R_4, Radius/Speed, FT/MPH	55	16.2	53	15.9	52	14.8	53	14.9
R_5, Radius/Speed, FT/MPH	52	15.8	128	20.6	56	15.2	167	24.8
R_5, Bypass Radius/Speed, FT/MPH	--	--	--	--	--	--	--	--

Minimum Sight Parameters	Leg 1		Leg 2		Leg 3		Leg 4	
Approach Design Speed, MPH	50		60		50		60	
Approach Stopping Sight Distance, FT/MPH	425	50	570	60	425	50	570	60
Circulatory Stopping Sight Distance, FT/MPH	84.5	16.2	83.0	15.9	75.3	14.8	75.9	14.9
Exit (Crosswalk) Stopping Sight Distance, FT/MPH	--	--	--	--	--	--	--	--
Intersection Sight Distance, FT/MPH	147	20	149	20	149	20	146	20

General	
Design Vehicle(s)	WB-62
Truck Apron Width, FT	17

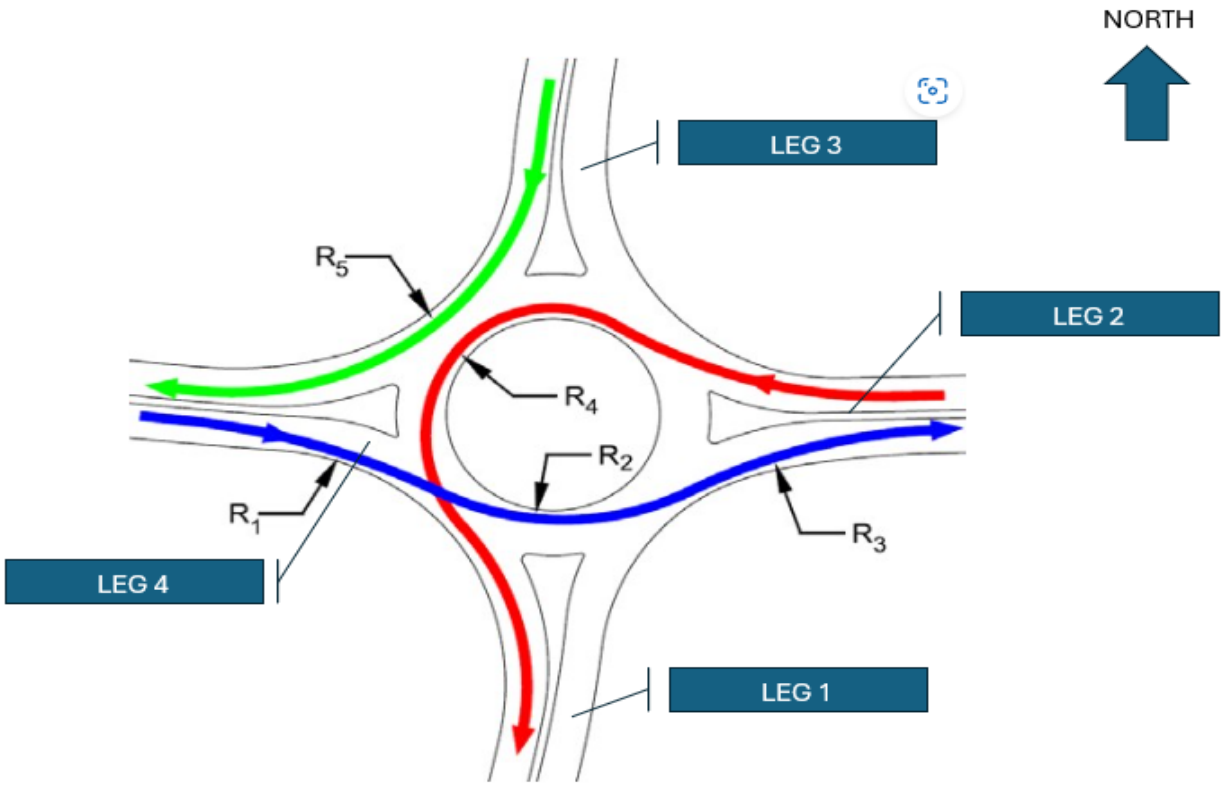
Designer: Matthew E. Philips, P.E.

Signature:

Matthew Edwin Philips, P.E.

Digitally signed by Matthew Edwin Philips, P.E.
DN: C=US, E=matthew.philips@dot.ohio.gov, O=Ohio DOT, OU=District 4, CN="Matthew Edwin Philips, P.E."
Reason: I agree to the terms defined by the placement of my signature on this document
Date: 2026.02.27 06:40:49-05'00'

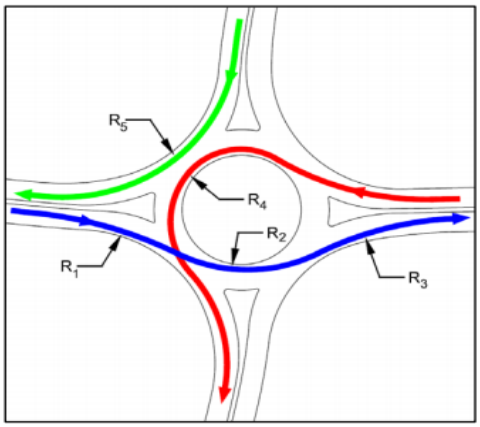
Date:


NORTH
LEG 3
LEG 2
LEG 4
LEG 1
R5
R4
R2
R1
R3

Leg 1 (Northbound) Through Movement

Fastest Path Speeds (L&D Vol. 1, 403.7.1) (NCHRP 1043, Eqn. 9.3 and 9.4)	Curve	R (ft)	V_{in}	V_{out}	V_{both}	Slope	Use	Speed
	R_1	92	19.7	18.2	19.0	IN	19.7	V_1
	R_2	101	20.4	18.9	19.7	OUT	18.9	V_2
	R_3	720	43.6	38.8	41.2	OUT	38.8	V_{3p}
	d_{23} (ft)	70	V_{3a} (mph)	28.3	V_3 (mph)		28.3	

ISD Entering Stream (NCHRP 1043, Eqn. 9.11 and 9.12)		
	V_{enter} (mph)	19.3
	D_1 (ft)	141.6



Equation 9.11

$$b_1 = 1.47 V_{ent}\, t_g$$

Equation 9.12

$$b_2 = 1.47 V_{circ}\, t_g$$

where

b_1 = length of entering branch of sight triangle (ft);

b_2 = length of circulating branch of sight triangle (ft);

V_{ent} = speed of vehicles from upstream entry for the conflicting through movement, assumed to be average of V_1 and V_2 (mph);

V_{circ} = speed of circulating vehicles, assumed to be V_4 (mph); and

t_g = design headway (s, assumed to be 5.0 s).

$V=3.4415R^{0.3861}$	for e = +0.02	3.4415	0.3861	Use e = +0.02 for a curve sloping in toward the center, not necessarily to the right
$V=3.4614R^{0.3673}$	for e = -0.02	3.4614	0.3673	Use e = -0.02 for a curve sloping out away from the center, not necessarily to the left

Research has shown the Exit Path Radius (R3) may not always be determined by the radius of the curve exiting the circulatory roadway. Exit Path Radius (R3) is the greater value between the minimum radius curve exiting the circulatory roadway or the speed achieved accelerating from within the circulatory roadway. This speed is derived using the following formula.

$$V_3 = min\left\{\begin{matrix} V_{3p} \\ \frac{1}{1.47}\sqrt{(1.47V_2)^2 + 2a_{23}d_{23}} \end{matrix}\right\}$$

where

V_3 = exit speed (mph),

V_{3p} = V_3 speed predicted on basis of path radius (mph),

V_2 = circulatory speed for through vehicles predicted on basis of path radius (mph),

a_{23} = acceleration between the midpoint of V_2 path and the point of interest along V_3 path (6.9 ft/s^2), and

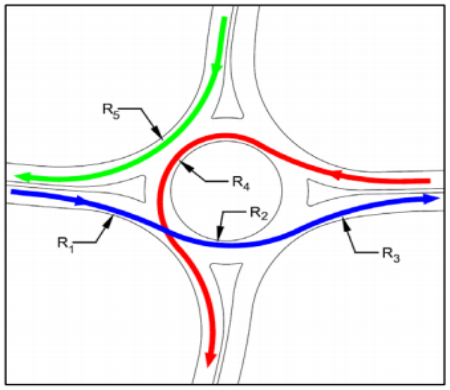
d_{23} = distance along the vehicle path between midpoint of V_2 path and point of interest along V_3 path (ft).

Leg 2 (Westbound) Through Movement

Fastest Path Speeds (L&D Vol. 1, 403.7.1) (NCHRP 1043, Eqn. 9.3 and 9.4)	Curve	R (ft)	V_{in}	V_{out}	V_{both}	Slope	Use	Speed
	R_1	135	22.9	21.0	21.9	IN	22.9	V_1
	R_2	110	21.1	19.5	20.3	IN	21.1	V_2
	R_3	602	40.7	36.3	38.5	IN	40.7	V_{3p}

d_{23} (ft)	100	V_{3a} (mph)	32.9	V_3 (mph)	32.9

ISD Entering Stream (NCHRP 1043, Eqn. 9.11 and 9.12)		
	V_{enter} (mph)	22.0
	D_1 (ft)	161.5



Equation 9.11

$$b_1 = 1.47 V_{ent}\, t_g$$

Equation 9.12

$$b_2 = 1.47 V_{circ}\, t_g$$

where

b_1 = length of entering branch of sight triangle (ft);

b_2 = length of circulating branch of sight triangle (ft);

V_{ent} = speed of vehicles from upstream entry for the conflicting through movement, assumed to be average of V_1 and V_2 (mph);

V_{circ} = speed of circulating vehicles, assumed to be V_4 (mph); and

t_g = design headway (s, assumed to be 5.0 s).

$V=3.4415R^{0.3861}$	for e = +0.02	3.4415	0.3861	Use e = +0.02 for a curve sloping in toward the center, not necessarily to the right
$V=3.4614R^{0.3673}$	for e = -0.02	3.4614	0.3673	Use e = -0.02 for a curve sloping out away from the center, not necessarily to the left

Research has shown the Exit Path Radius (R3) may not always be determined by the radius of the curve exiting the circulatory roadway. Exit Path Radius (R3) is the greater value between the minimum radius curve exiting the circulatory roadway or the speed achieved accelerating from within the circulatory roadway. This speed is derived using the following formula.

$$V_3 = min\left\{\begin{matrix} V_{3p} \\ \frac{1}{1.47}\sqrt{(1.47V_2)^2 + 2a_{23}d_{23}} \end{matrix}\right\}$$

where

V_3 = exit speed (mph),

V_{3p} = V_3 speed predicted on basis of path radius (mph),

V_2 = circulatory speed for through vehicles predicted on basis of path radius (mph),

a_{23} = acceleration between the midpoint of V_2 path and the point of interest along V_3 path (6.9 ft/s^2), and

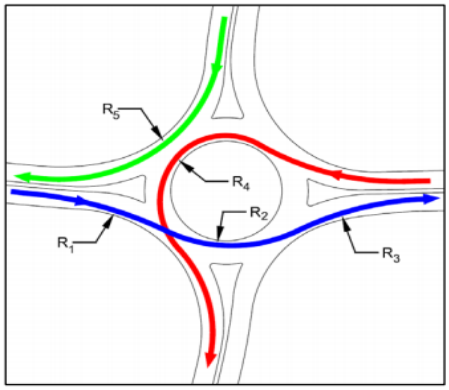
d_{23} = distance along the vehicle path between midpoint of V_2 path and point of interest along V_3 path (ft).

Leg 3 (Southbound) Through Movement

Fastest Path Speeds (L&D Vol. 1, 403.7.1) (NCHRP 1043, Eqn. 9.3 and 9.4)	Curve	R (ft)	V_{in}	V_{out}	V_{both}	Slope	Use	Speed
	R_1	97	20.1	18.6	19.4	IN	20.1	V_1
	R_2	91	19.6	18.1	18.9	OUT	18.1	V_2
	R_3	202	26.7	24.3	25.5	IN	26.7	V_{3p}

d_{23} (ft)	99	V_{3a} (mph)	31.0	V_3 (mph)	26.7

ISD Entering Stream (NCHRP 1043, Eqn. 9.11 and 9.12)		
	V_{enter} (mph)	19.1
	D_1 (ft)	140.5



Equation 9.11

$$b_1 = 1.47 V_{ent}\, t_g$$

Equation 9.12

$$b_2 = 1.47 V_{circ}\, t_g$$

where

b_1 = length of entering branch of sight triangle (ft);

b_2 = length of circulating branch of sight triangle (ft);

V_{ent} = speed of vehicles from upstream entry for the conflicting through movement, assumed to be average of V_1 and V_2 (mph);

V_{circ} = speed of circulating vehicles, assumed to be V_4 (mph); and

t_g = design headway (s, assumed to be 5.0 s).

$V=3.4415R^{0.3861}$	for e = +0.02	3.4415	0.3861	Use e = +0.02 for a curve sloping in toward the center, not necessarily to the right
$V=3.4614R^{0.3673}$	for e = -0.02	3.4614	0.3673	Use e = -0.02 for a curve sloping out away from the center, not necessarily to the left

Research has shown the Exit Path Radius (R3) may not always be determined by the radius of the curve exiting the circulatory roadway. Exit Path Radius (R3) is the greater value between the minimum radius curve exiting the circulatory roadway or the speed achieved accelerating from within the circulatory roadway. This speed is derived using the following formula.

$$V_3 = min\left\{\begin{matrix} V_{3p} \\ \frac{1}{1.47}\sqrt{(1.47V_2)^2 + 2a_{23}d_{23}} \end{matrix}\right\}$$

where

V_3 = exit speed (mph),

V_{3p} = V_3 speed predicted on basis of path radius (mph),

V_2 = circulatory speed for through vehicles predicted on basis of path radius (mph),

a_{23} = acceleration between the midpoint of V_2 path and the point of interest along V_3 path (6.9 ft/s^2), and

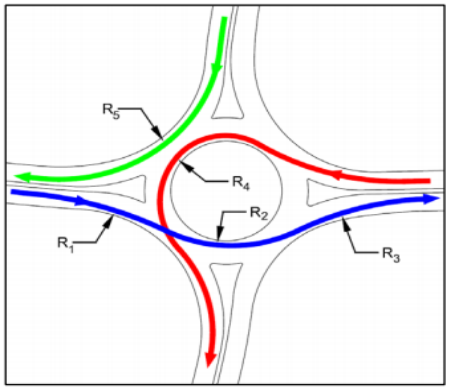
d_{23} = distance along the vehicle path between midpoint of V_2 path and point of interest along V_3 path (ft).

Leg 4 (Eastbound) Through Movement

Fastest Path Speeds (L&D Vol. 1, 403.7.1) (NCHRP 1043, Eqn. 9.3 and 9.4)	Curve	R (ft)	V_{in}	V_{out}	V_{both}	Slope	Use	Speed
	R_1	145	23.5	21.5	22.5	IN	23.5	V_1
	R_2	71	17.8	16.6	17.2	OUT	16.6	V_2
	R_3	425	35.6	32.0	33.8	IN	35.6	V_{3p}

	d_{23} (ft)	115	V_{3a} (mph)	31.8	V_3 (mph)	31.8	

ISD Entering Stream (NCHRP 1043, Eqn. 9.11 and 9.12)		
	V_{enter} (mph)	20.0
	D_1 (ft)	147.1



Equation 9.11

$$b_1 = 1.47 V_{ent}\, t_g$$

Equation 9.12

$$b_2 = 1.47 V_{circ}\, t_g$$

where

b_1 = length of entering branch of sight triangle (ft);

b_2 = length of circulating branch of sight triangle (ft);

V_{ent} = speed of vehicles from upstream entry for the conflicting through movement, assumed to be average of V_1 and V_2 (mph);

V_{circ} = speed of circulating vehicles, assumed to be V_4 (mph); and

t_g = design headway (s, assumed to be 5.0 s).

$V=3.4415R^{0.3861}$	for e = +0.02	3.4415	0.3861	Use e = +0.02 for a curve sloping in toward the center, not necessarily to the right
$V=3.4614R^{0.3673}$	for e = -0.02	3.4614	0.3673	Use e = -0.02 for a curve sloping out away from the center, not necessarily to the left

Research has shown the Exit Path Radius (R3) may not always be determined by the radius of the curve exiting the circulatory roadway. Exit Path Radius (R3) is the greater value between the minimum radius curve exiting the circulatory roadway or the speed achieved accelerating from within the circulatory roadway. This speed is derived using the following formula.

$$V_3 = min\left\{\begin{matrix} V_{3p} \\ \frac{1}{1.47}\sqrt{(1.47V_2)^2 + 2a_{23}d_{23}} \end{matrix}\right\}$$

where

V_3 = exit speed (mph),

V_{3p} = V_3 speed predicted on basis of path radius (mph),

V_2 = circulatory speed for through vehicles predicted on basis of path radius (mph),

a_{23} = acceleration between the midpoint of V_2 path and the point of interest along V_3 path (6.9 ft/s^2), and

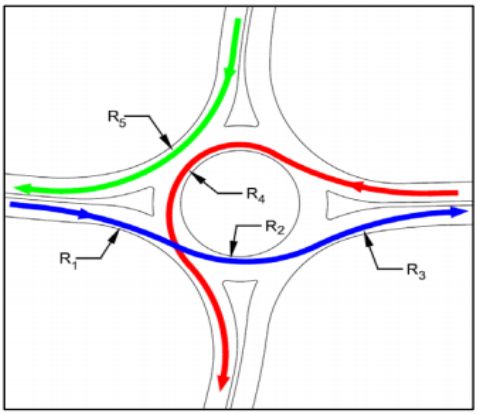
d_{23} = distance along the vehicle path between midpoint of V_2 path and point of interest along V_3 path (ft).

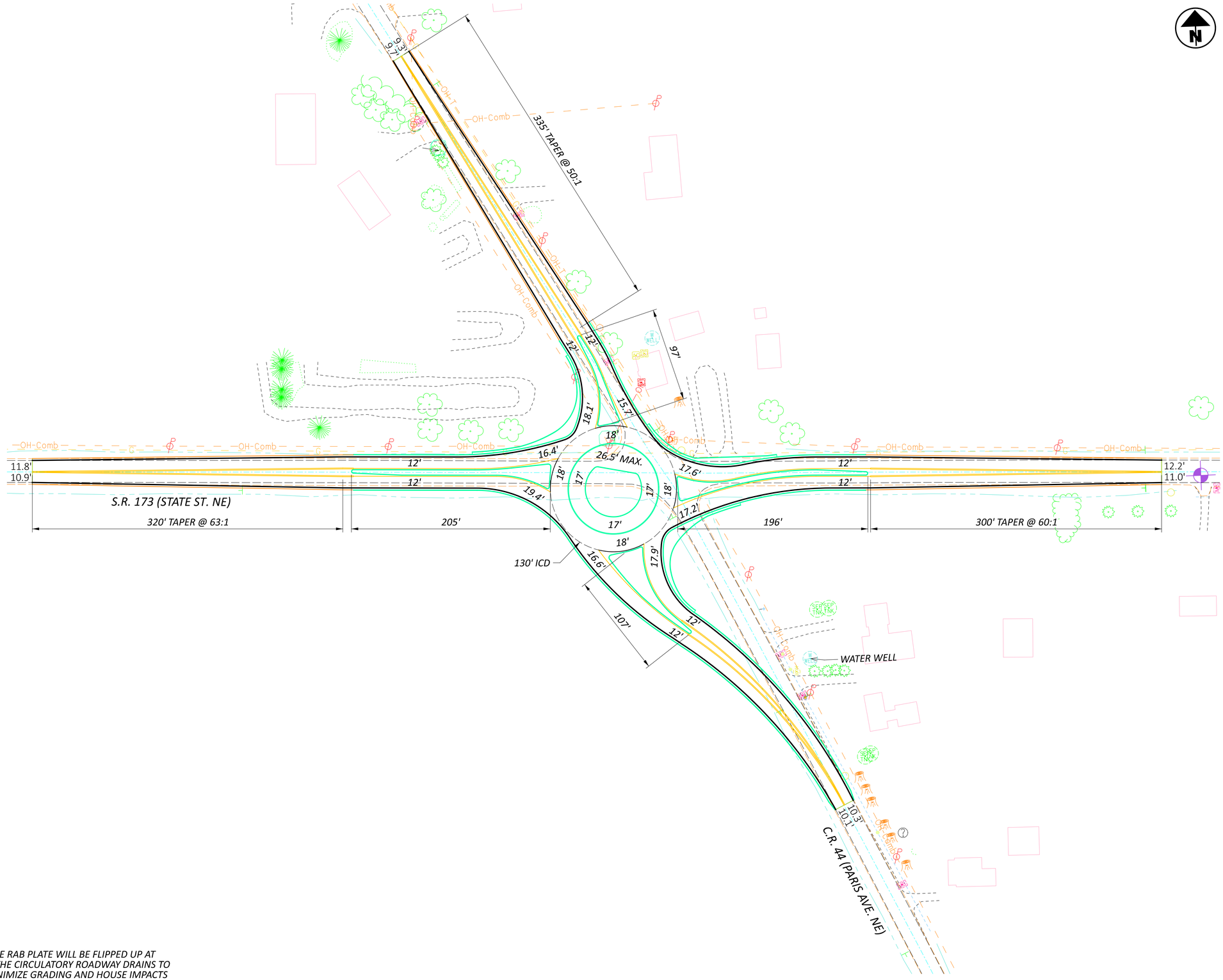
Left and Right Turn Movements (All Legs)

Left Turn Fastest Path Speeds ISD Circulating RAB SSD Circulating RAB (L&D Vol. 1, 403.7.2.1 and 2) (NCHRP 1043, Eqn. and 9.4)	Leg	R_4 (ft)	V_4 (mph)	d2 (ft)	d (ft)
	Leg 1 (NB Left)	55	16.2	118.8	84.5
	Leg 2 (WB Left)	53	15.9	117.2	83.0
	Leg 3 (SB Left)	52	14.8	108.6	75.3
	Leg 4 (EB Left)	53	14.9	109.4	75.9

Right Turn Fastest Path Speeds (L&D Vol. 1, 403.7.1) (NCHRP 1043, Eqn. 9.3 and 9.4)	Leg	R_5 (ft)	V_{in}	V_{out}	V_{both}	Slope	Use	Speed
	Leg 1 (NB Right)	52	15.8	14.8	15.3	IN	15.8	V_5 NB
	Leg 2 (WB Right)	128	22.4	20.6	21.5	OUT	20.6	V_5 WB
	Leg 3 (SB Right)	56	16.3	15.2	15.7	OUT	15.2	V_5 SB
	Leg 4 (EB Right)	167	24.8	22.7	23.8	IN	24.8	V_5 EB

$V=3.4415R^{0.3861}$	for e = +0.02	3.4415	0.3861	Use e = +0.02 if applicable for right turn movements
$V=3.4614R^{0.3673}$	for e = -0.02	3.4614	0.3673	Use e = -0.02 for all left turn movements. Right turns should not slope only this direction.





NOTE TO REVIEWER:
IT IS ANTICIPATED THAT THE RAB PLATE WILL BE FLIPPED UP AT THE NORTH LEG SO THAT THE CIRCULATORY ROADWAY DRAINS TO THE SOUTH. THIS WILL MINIMIZE GRADING AND HOUSE IMPACTS WHEN CORRECTING THE SOUTHBOUND PARIS AVE. NE PROFILE.

HORIZONTAL SCALE IN FEET
0 25 50 100

STA-173-1.07 (S.R. 173 & PARIS RAB) ROUNDABOUT SCHEMATIC

DESIGN AGENCY

DESIGNER MEP
REVIEWER MSG 1/29/26
PROJECT ID 121934
SHEET P.1 TOTAL 19

STA-173-1.07 - ROUNDABOUT PACKET

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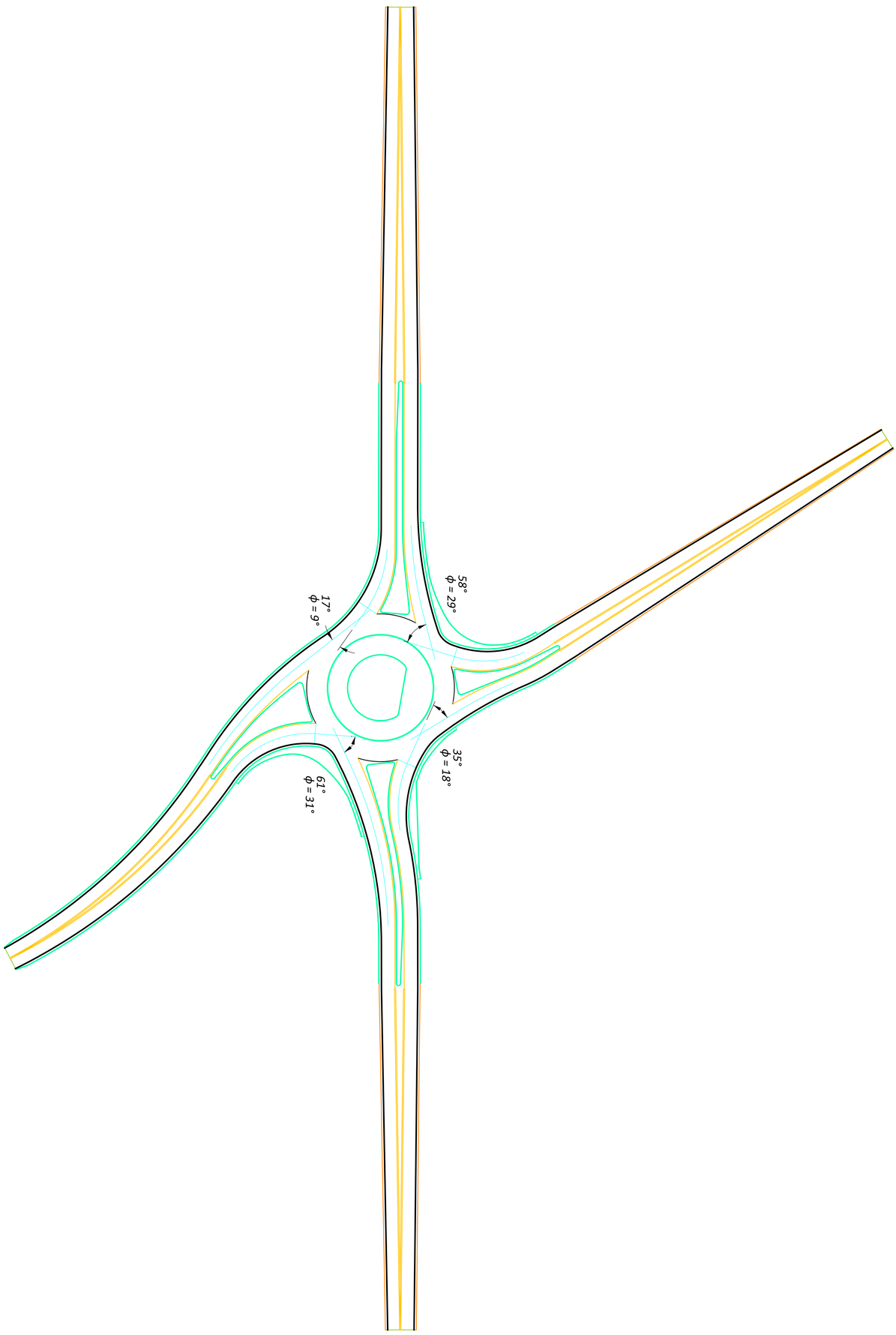

STA-173-1.07 (S.R. 173 & PARIS RAB)
PHI ANGLES

HORIZONTAL SCALE IN FEET
0 50
25 100

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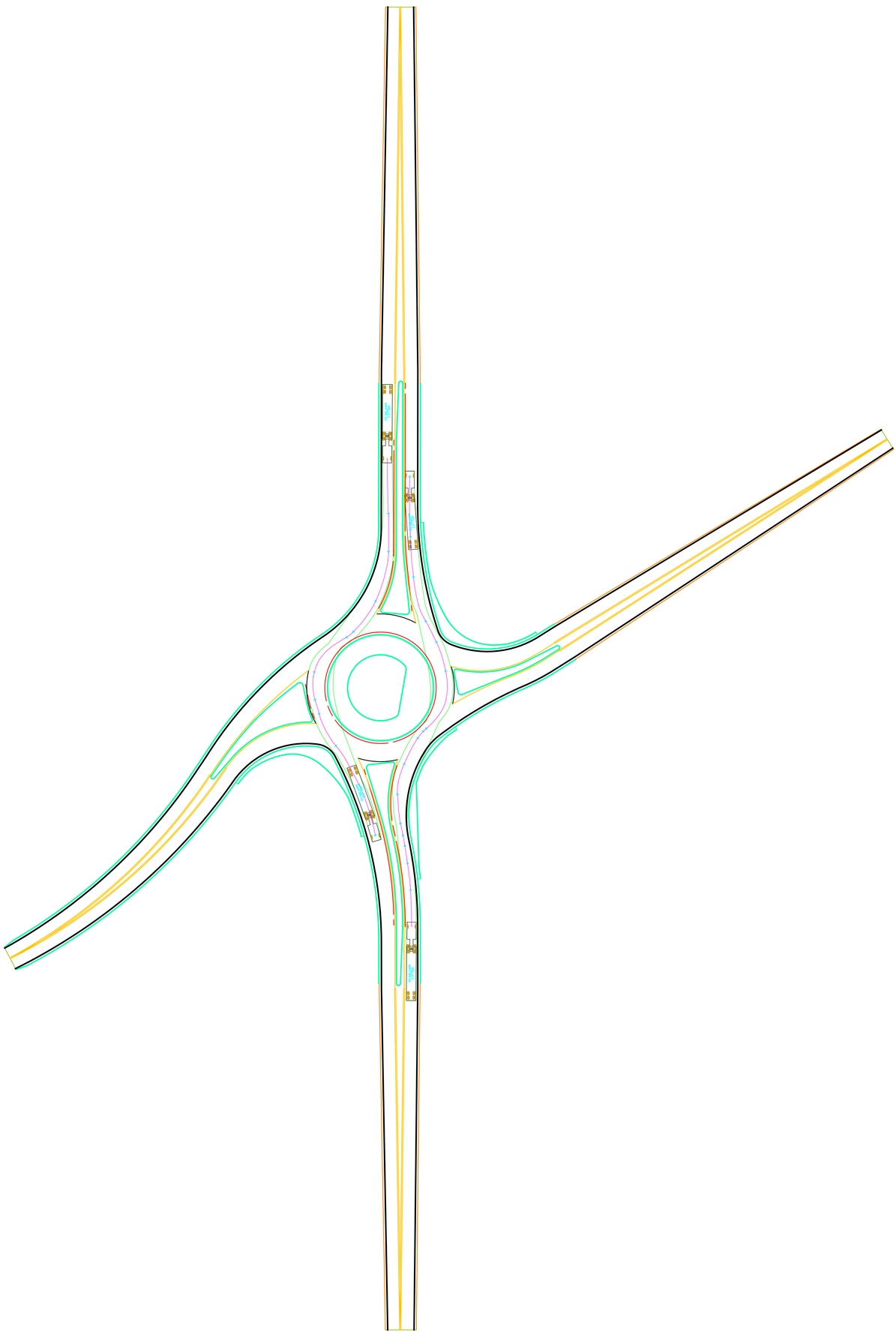

STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - EB & WB THROUGH

HORIZONTAL SCALE IN FEET
0 50
25 100

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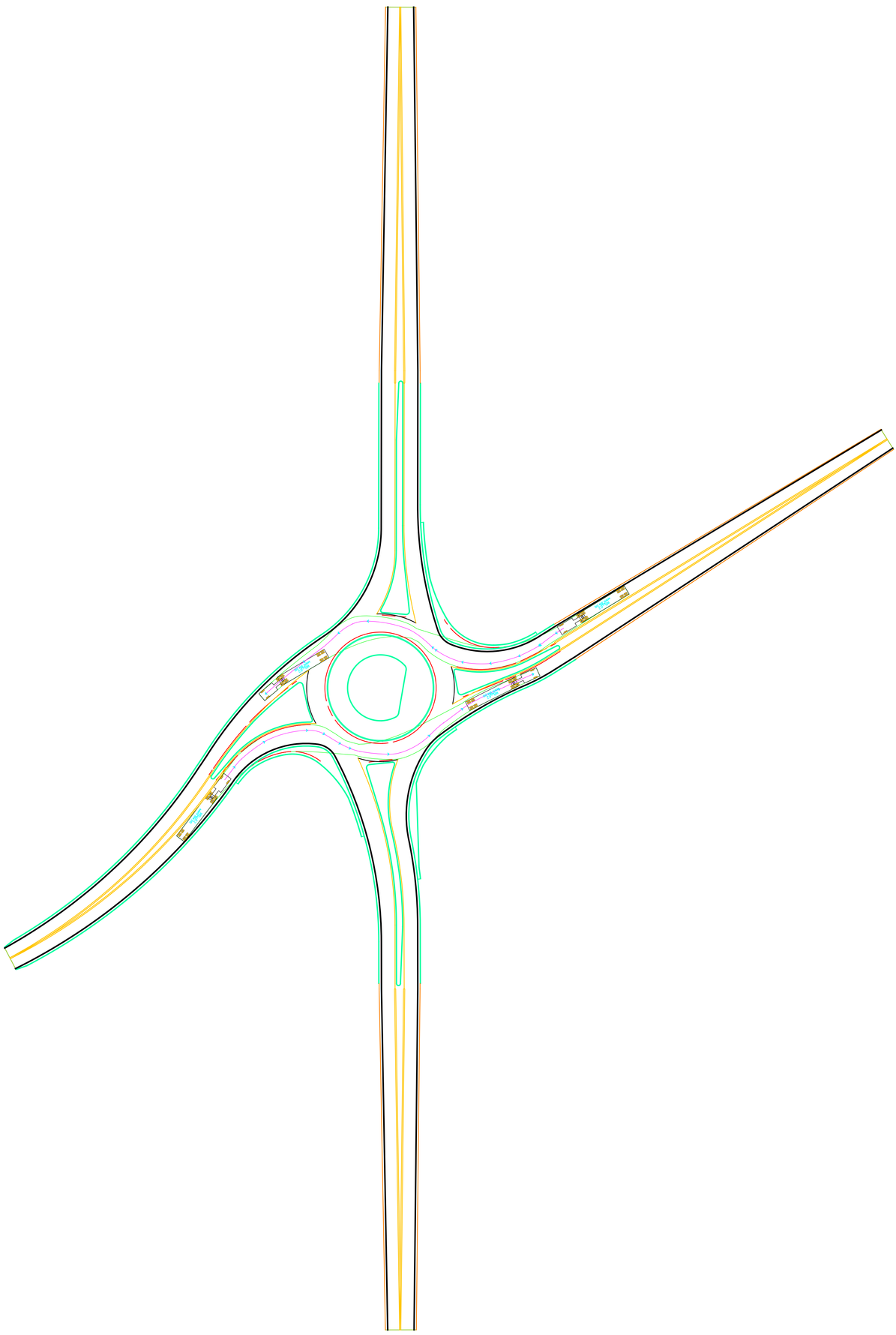

STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - NB & SB THROUGH

HORIZONTAL SCALE IN FEET
0 50
25 100

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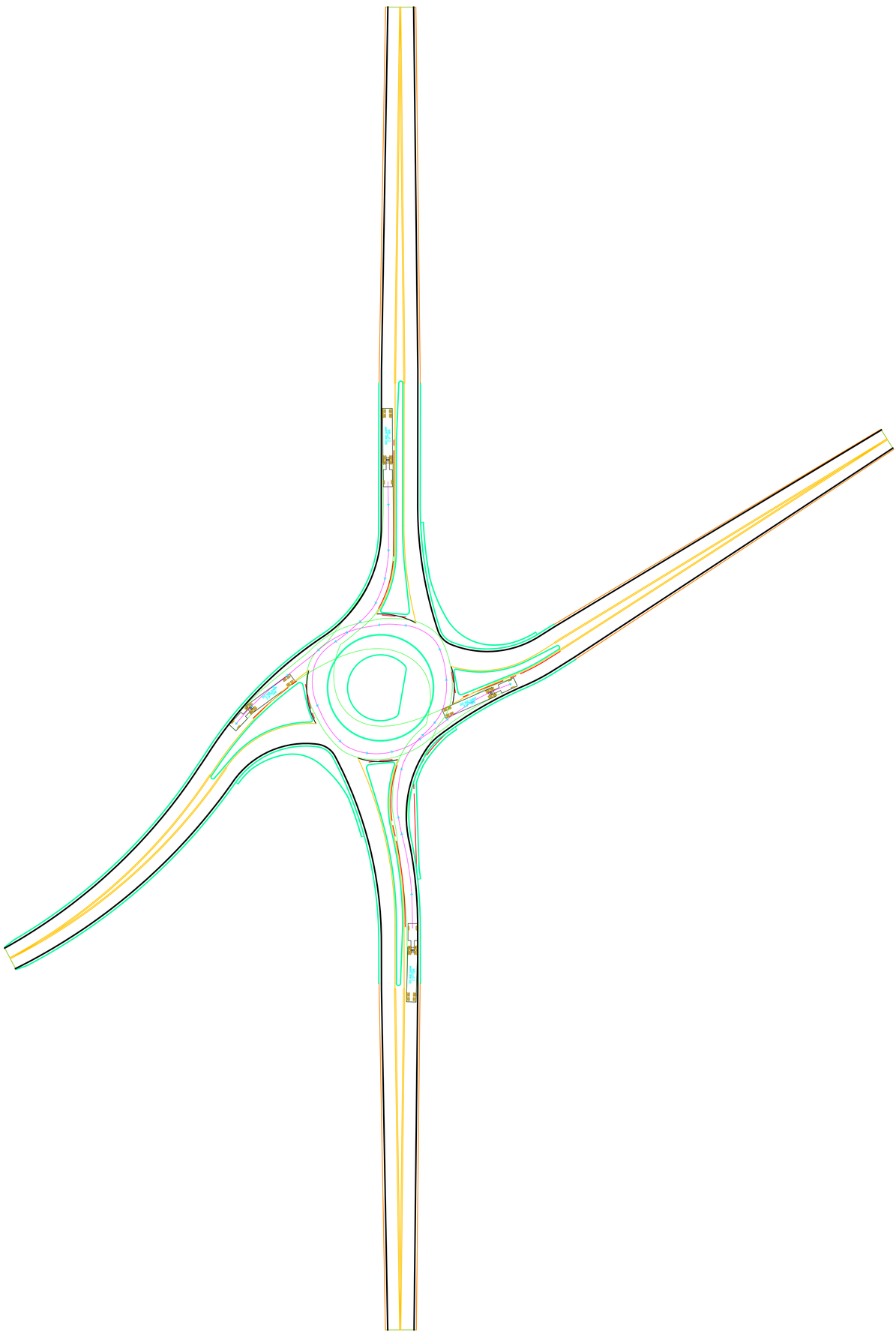

STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - EB & WB LEFTS

HORIZONTAL SCALE IN FEET
0 50
25 100

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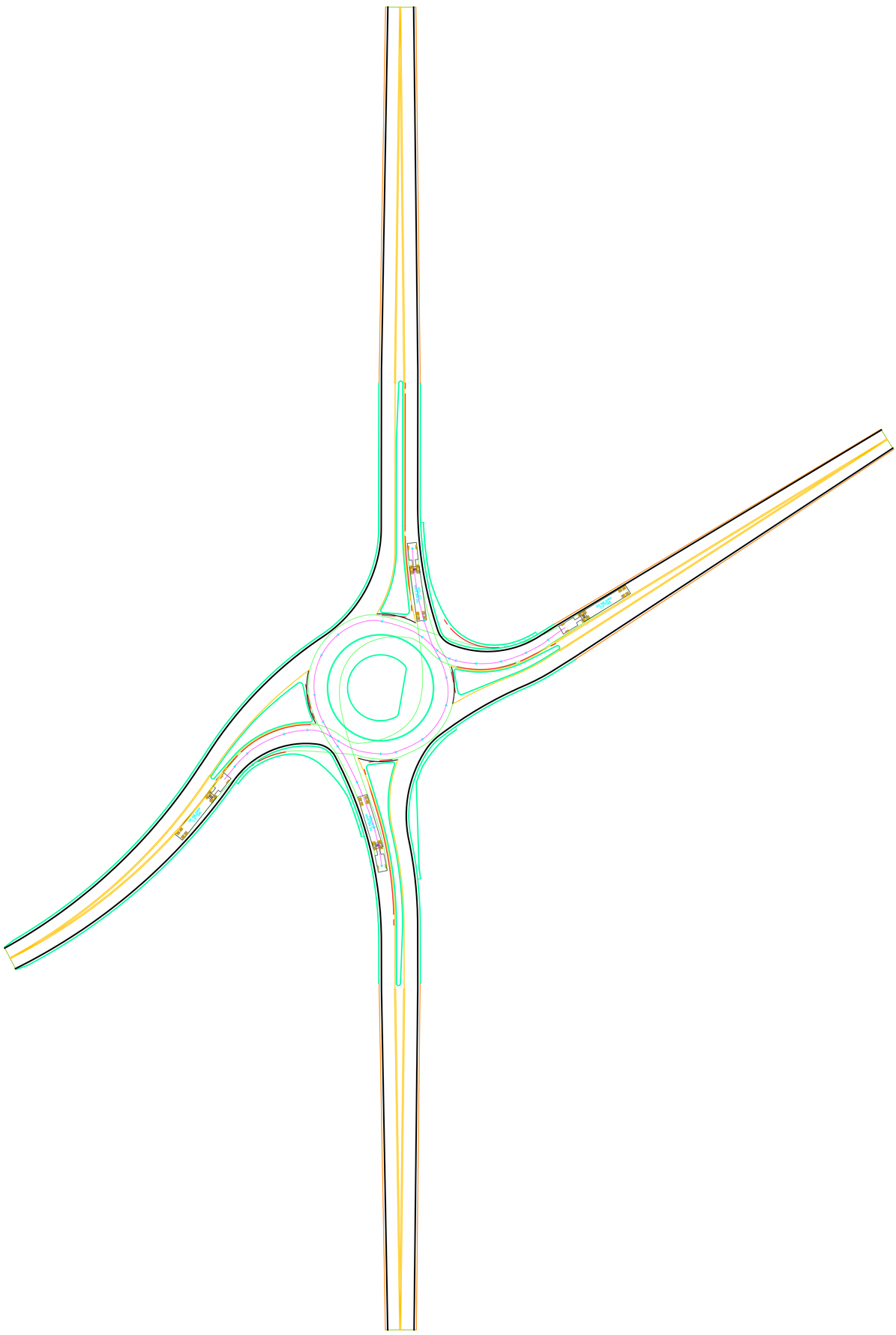

STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - NB & SB LEFTS

HORIZONTAL SCALE IN FEET
0 50
25 100

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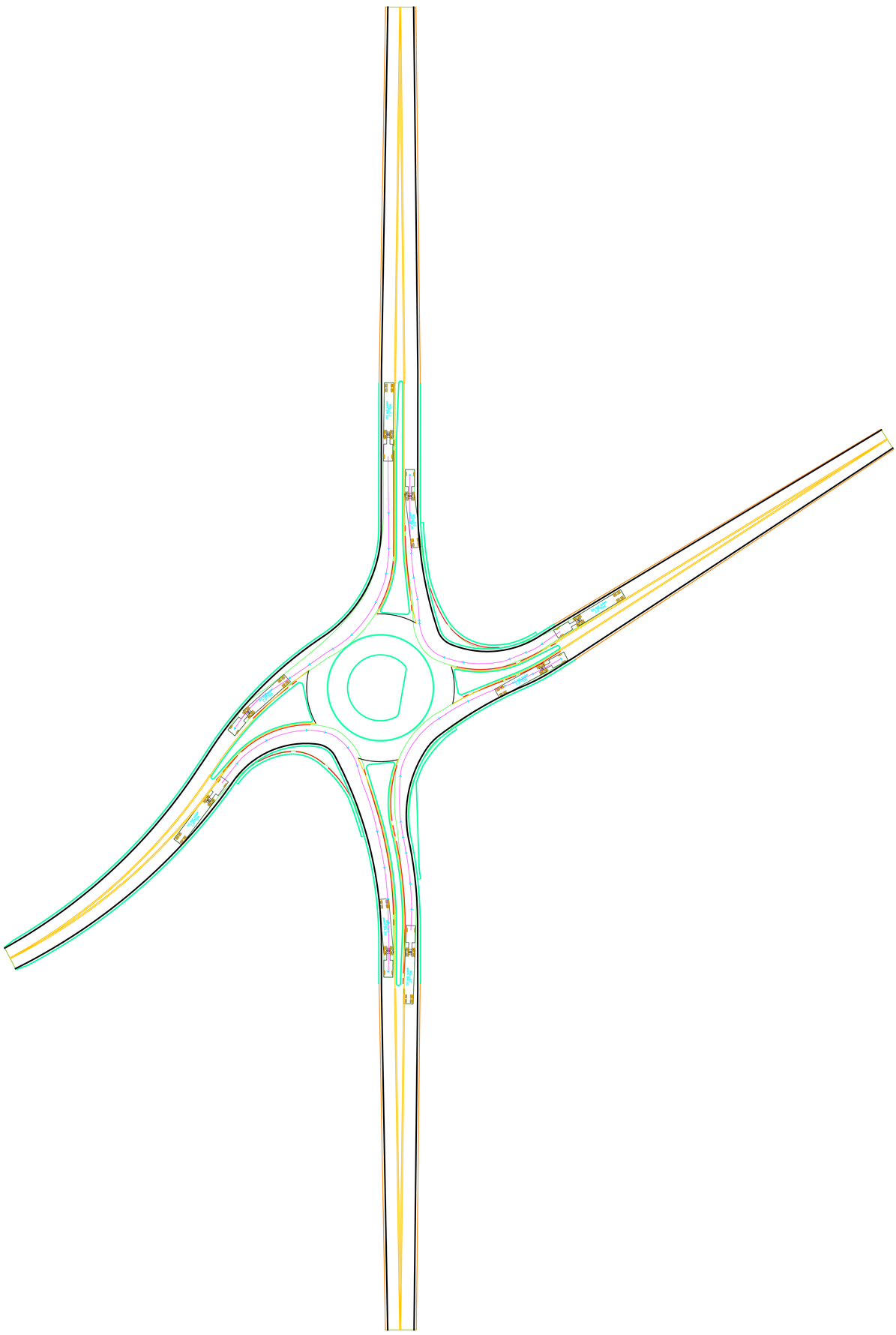

STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - RIGHTS

HORIZONTAL SCALE IN FEET
0 50
25 100

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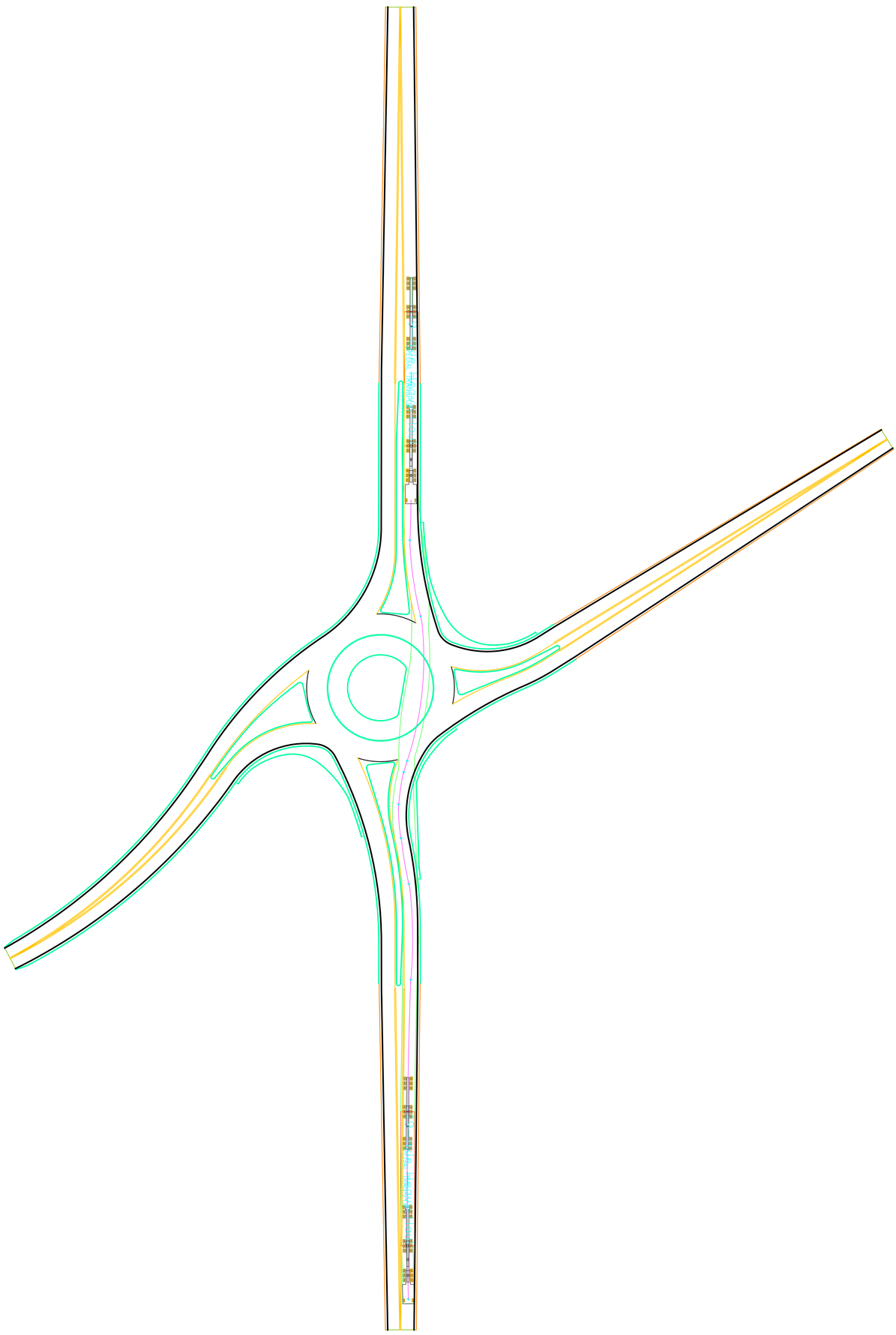

STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - OVERSIZE

HORIZONTAL SCALE IN FEET
0 50
25 100

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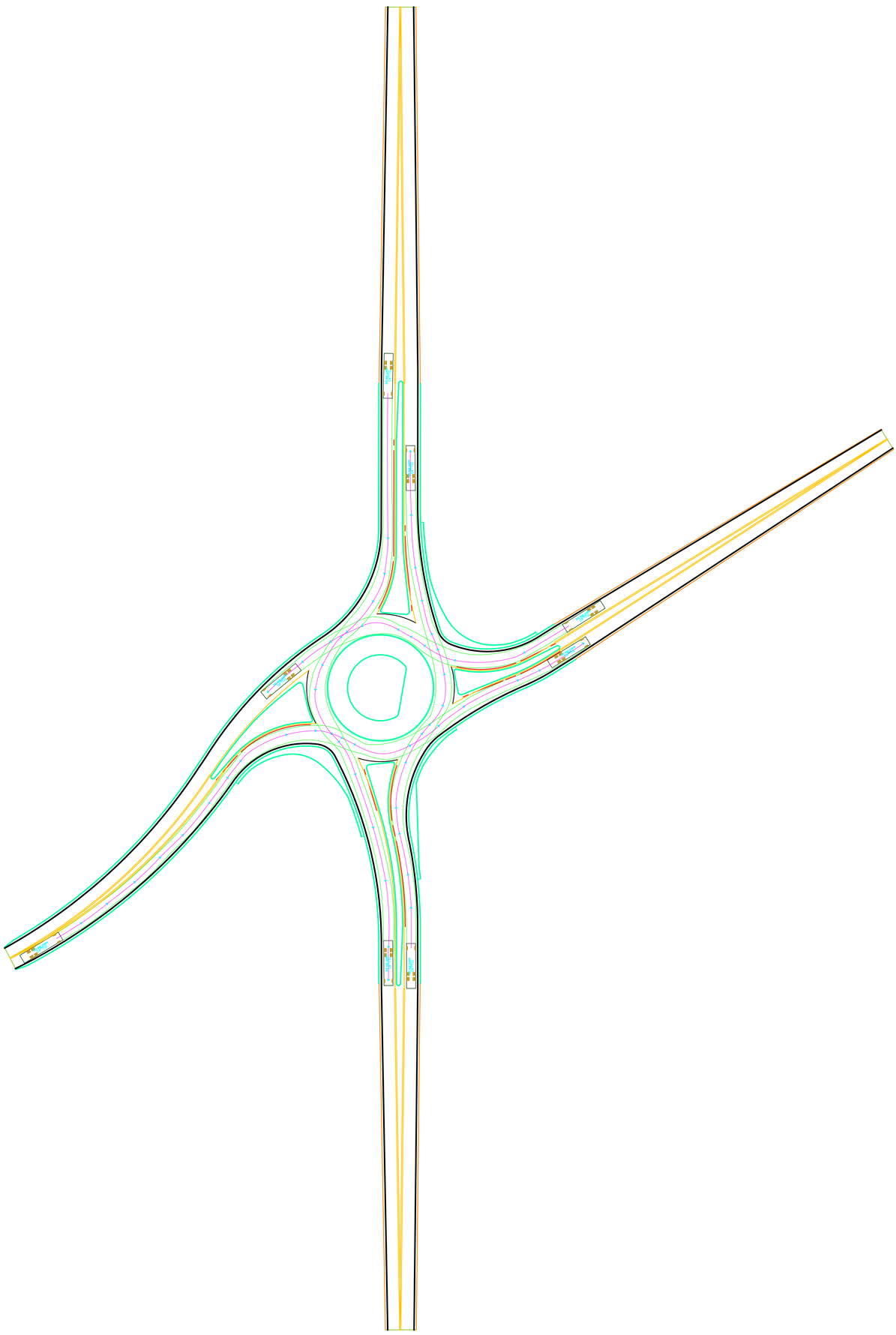

STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - SU-40 THRU

HORIZONTAL SCALE IN FEET
0 50
25 100

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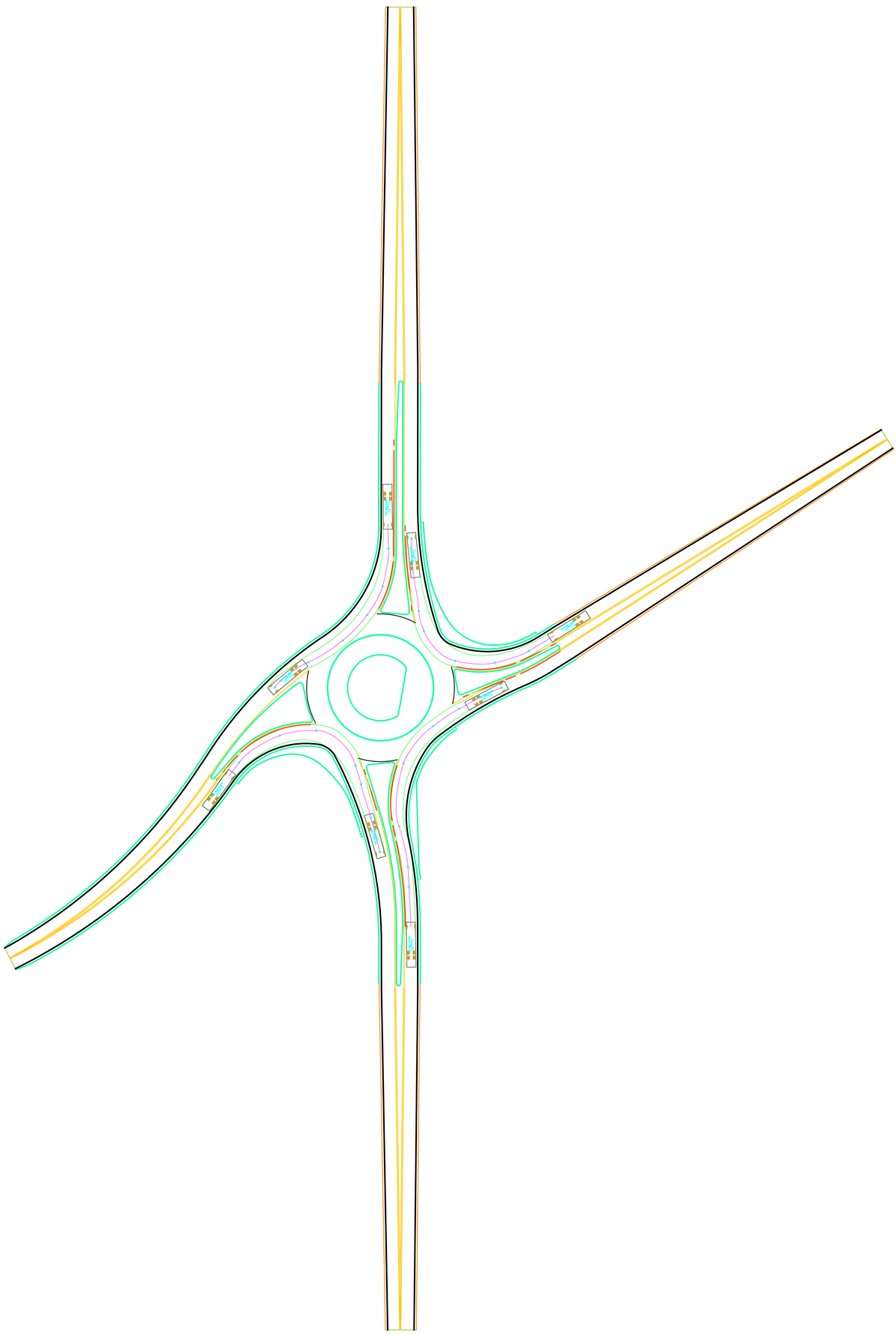
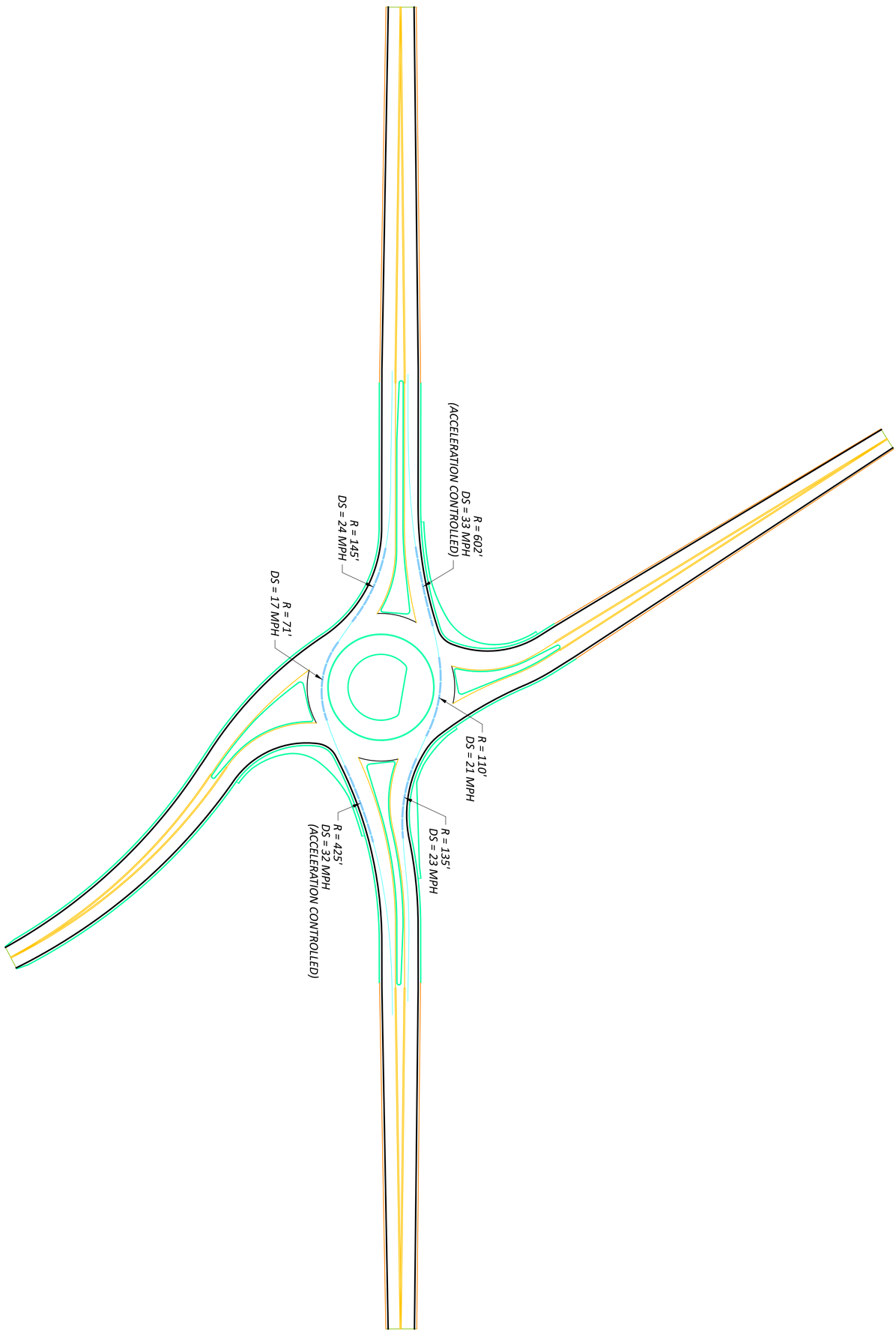


STA-173-1.07 (S.R. 173 & PARIS RAB)
TURNING MOVEMENTS - SU-40 RIGHTS

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: EB-WB Thru [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/29/2026 TIME: 09:11:48 USER: mphilip1
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Stark\121934\400-Engineering\Roadway\EngData\121934_GM011.dgn



STA-173-1.07 (S.R. 173 & PARIS RAB)
FASTEST PATHS - EB & WB THROUGH

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: NB-SB Thru [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/29/2026 TIME: 09:11:55 USER: mphilip1
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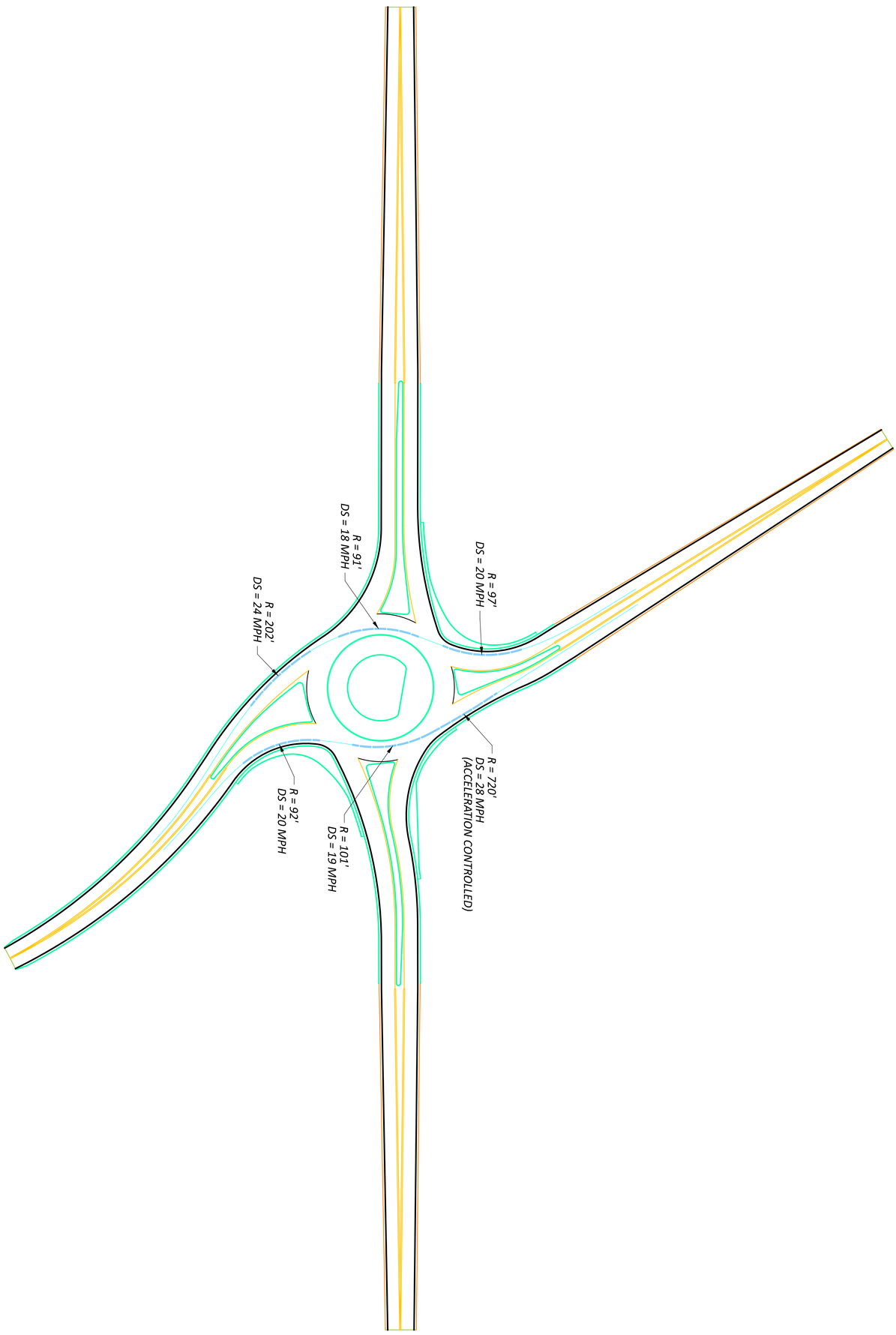

STA-173-1.07 (S.R. 173 & PARIS RAB)
FASTEST PATHS - NB & SB THROUGH

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: EB-WB Lefts [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/26/2026 TIME: 10:22:08 USER: mphilip1
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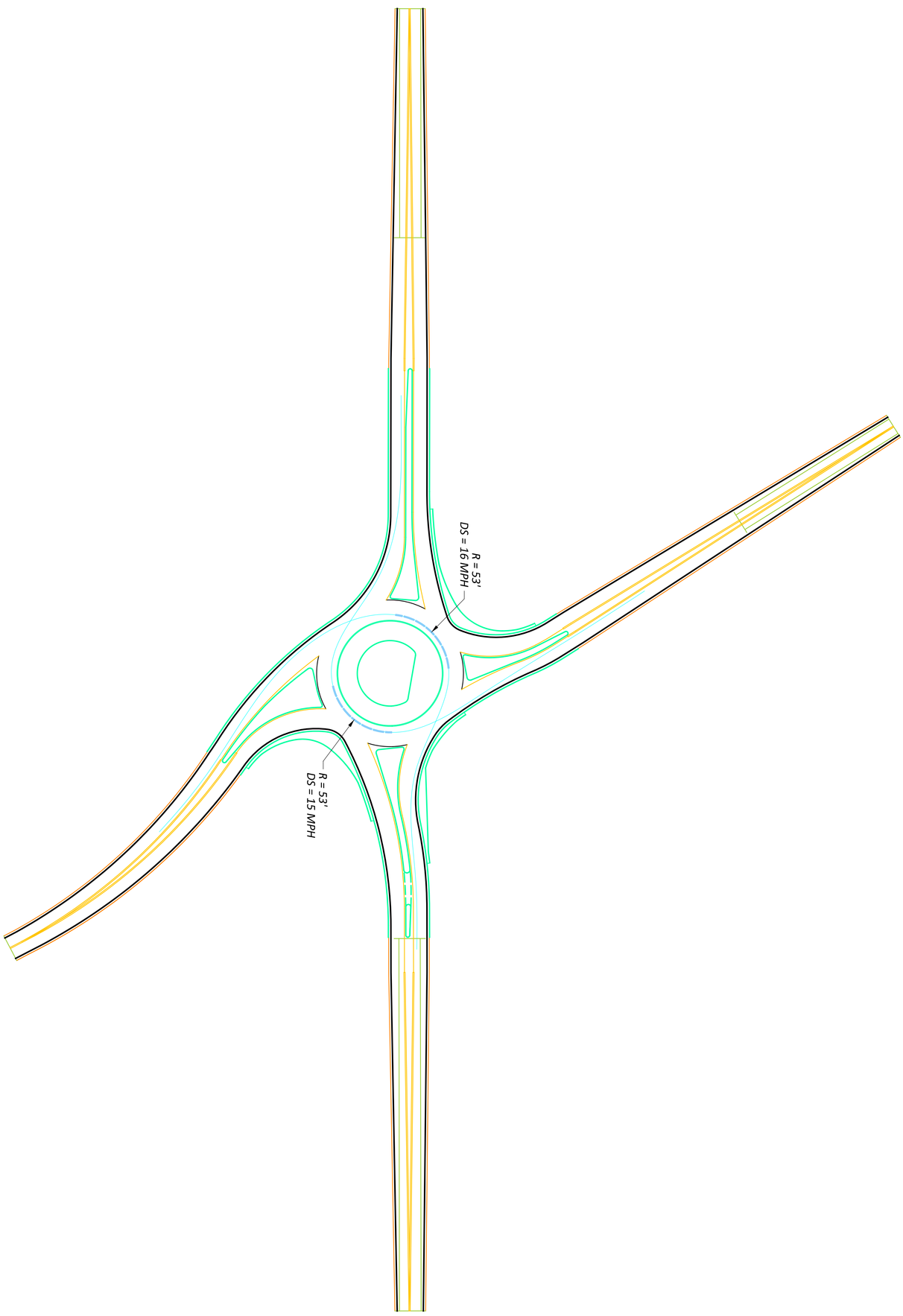

STA-173-1.07 (S.R. 173 & PARIS RAB)
FASTEST PATHS - EB & WB LEFTS

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: NB-SB Lefts [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/26/2026 TIME: 10:22:20 USER: mphilip1
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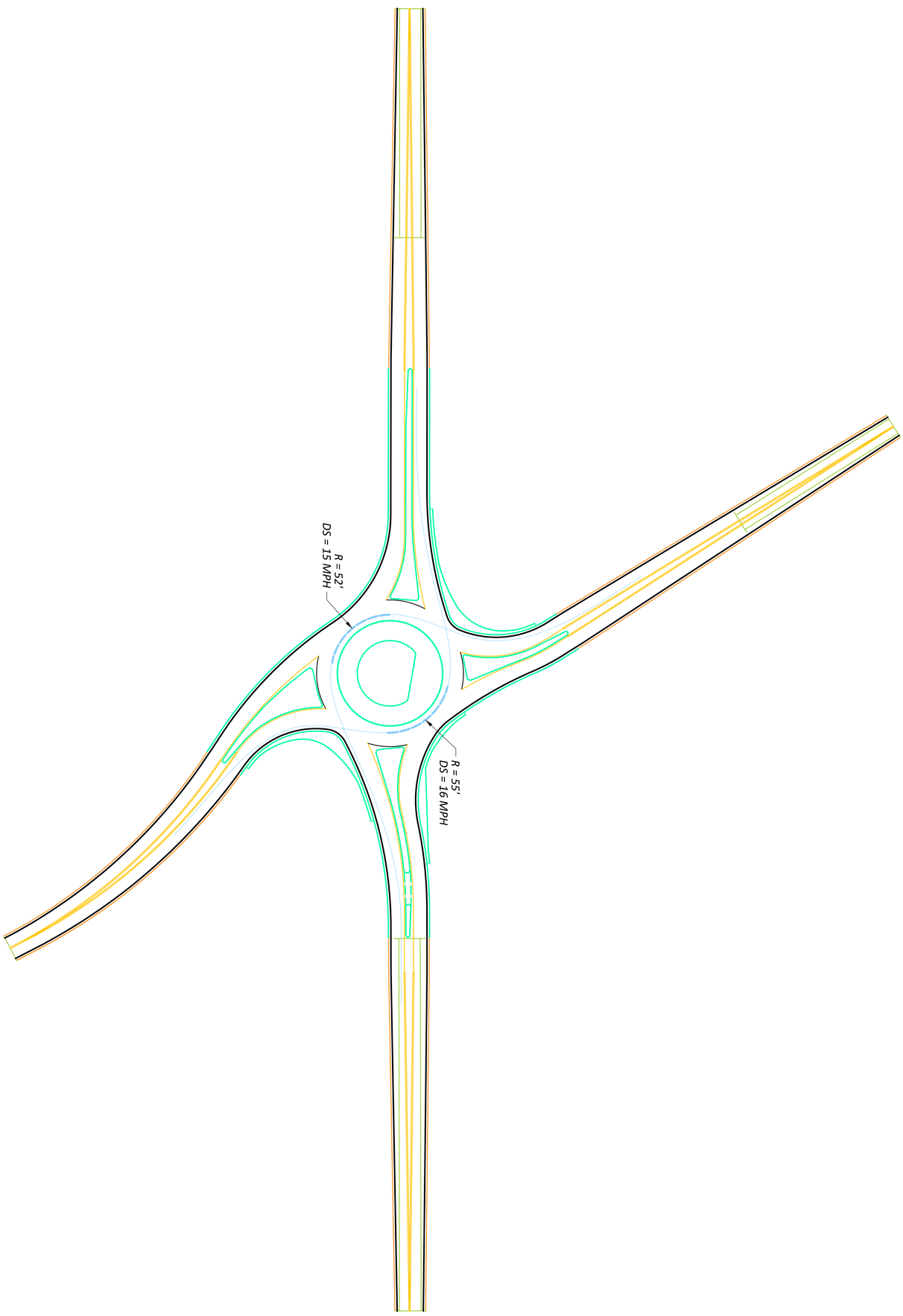

STA-173-1.07 (S.R. 173 & PARIS RAB)
FASTEST PATHS - NB & SB LEFTS

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: Rights [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/26/2026 TIME: 10:22:26 USER: mphilip1
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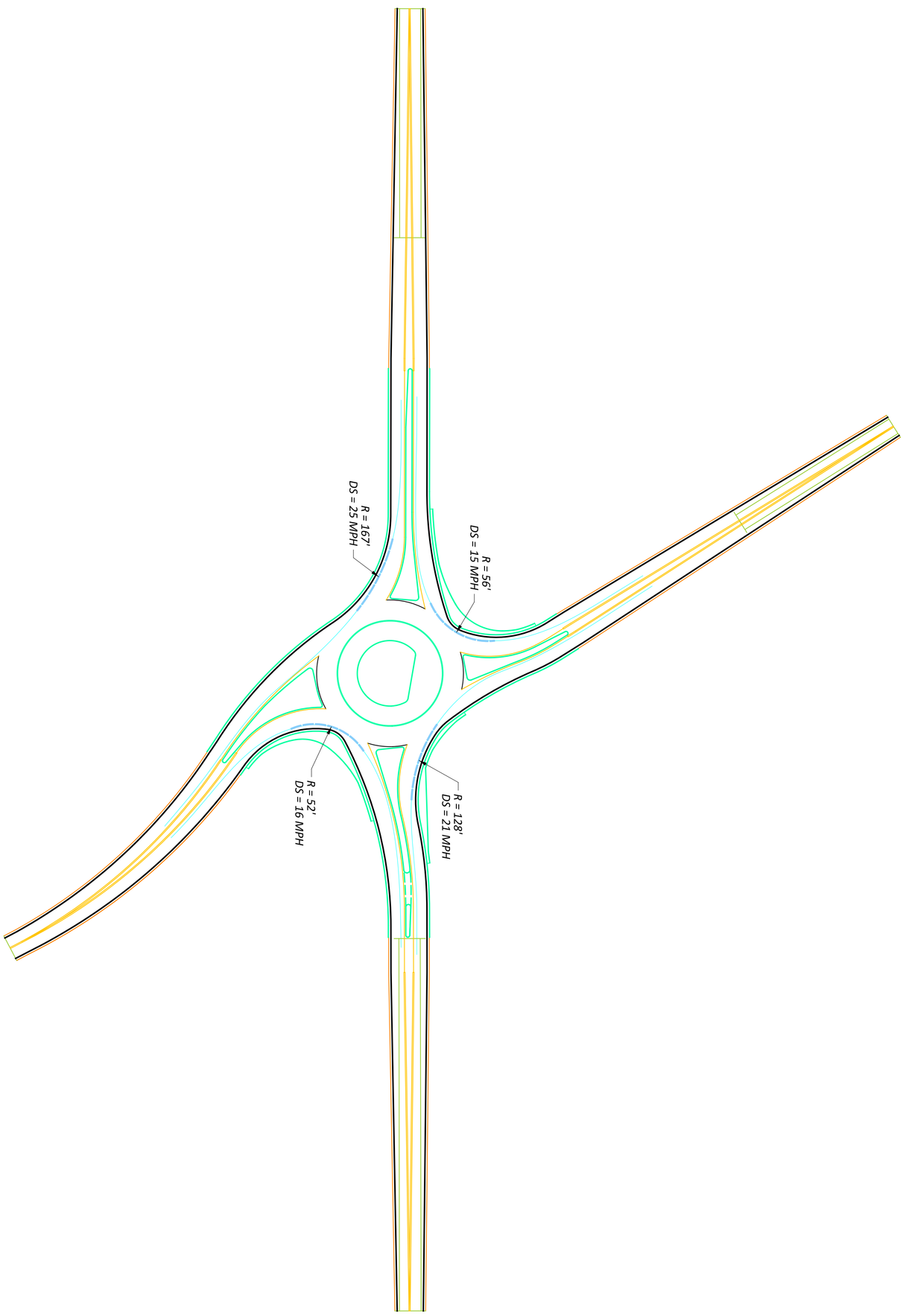
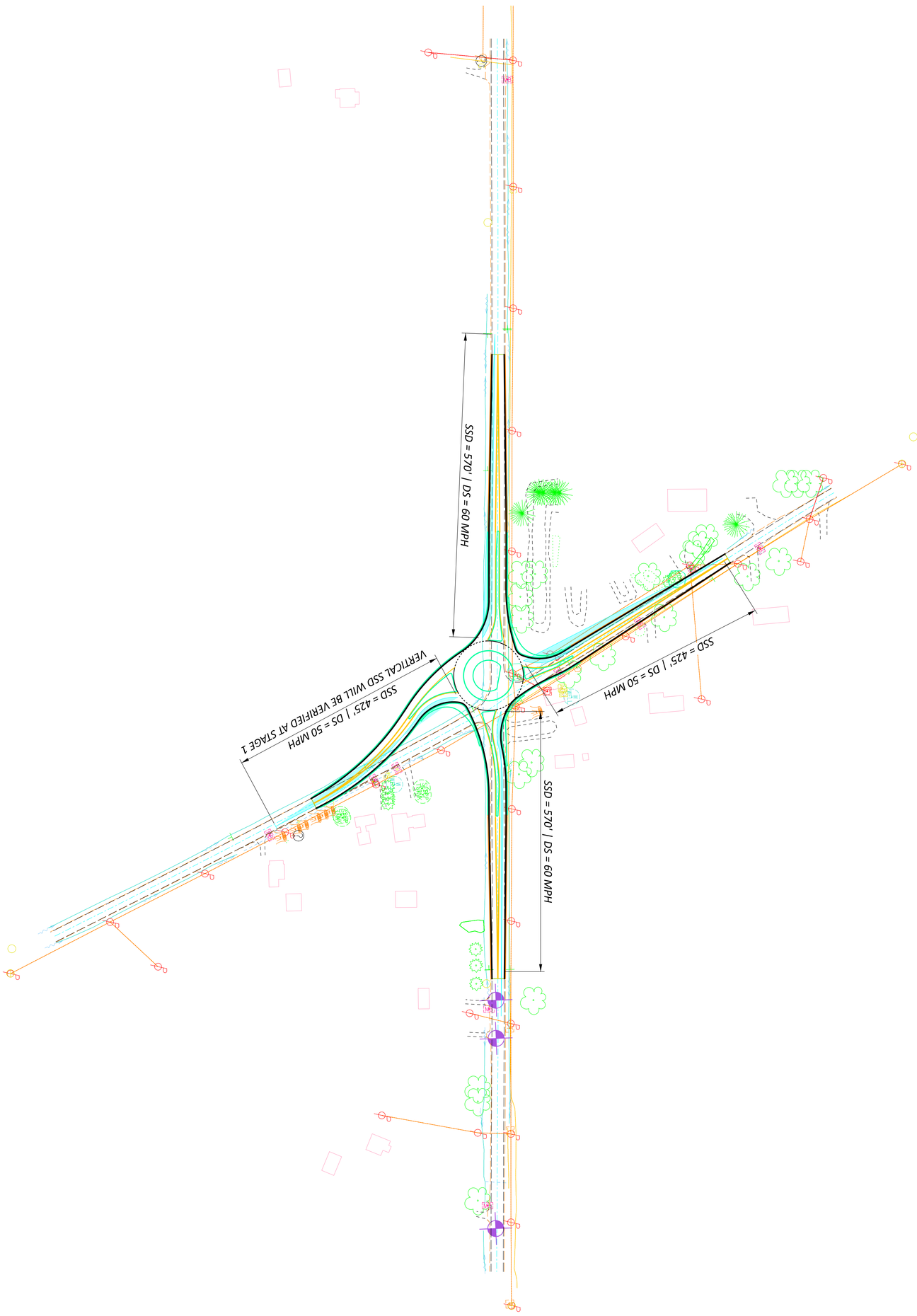


STA-173-1.07 (S.R. 173 & PARIS RAB)
FASTEST PATHS - RIGHTS

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: Approach SSD [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/29/2026 TIME: 09:12:21 USER: mphilip1
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Stark\121934\400-Engineering\Roadway\EngData\121934_GM008.dgn



SHEET	TOTAL
P.16	19

PROJECT ID: 121934

REVIEWER: MSG 1/29/26

DESIGNER: MEP

DESIGN AGENCY

STA-173-1.07 (S.R. 173 & PARIS RAB)
APPROACH STOPPING SIGHT DISTANCE (SSD)

HORIZONTAL SCALE IN FEET

0 100
50 200

MODEL: Circulatory SSD [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/29/2026 TIME: 09:12:28 USER: mphilip1
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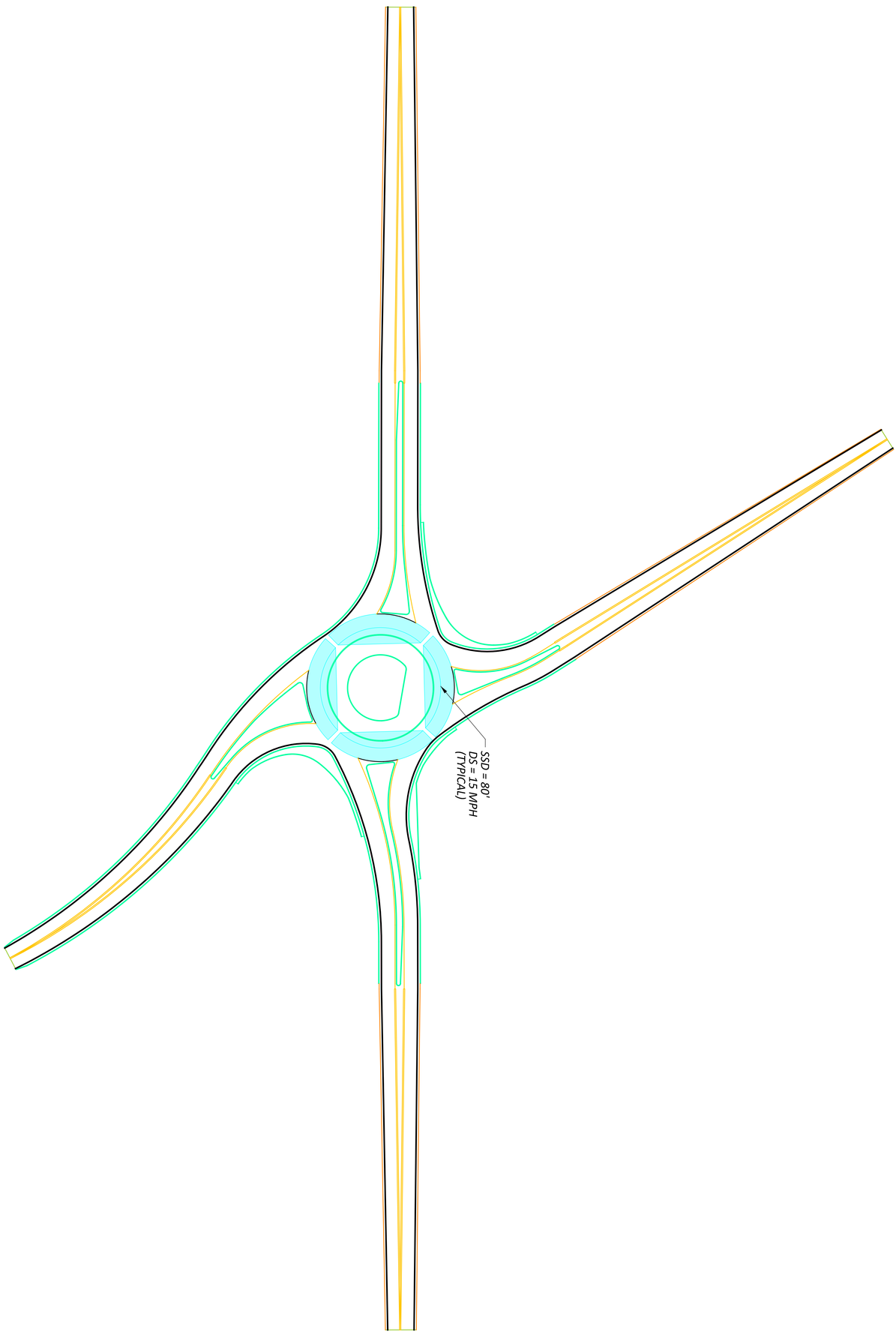
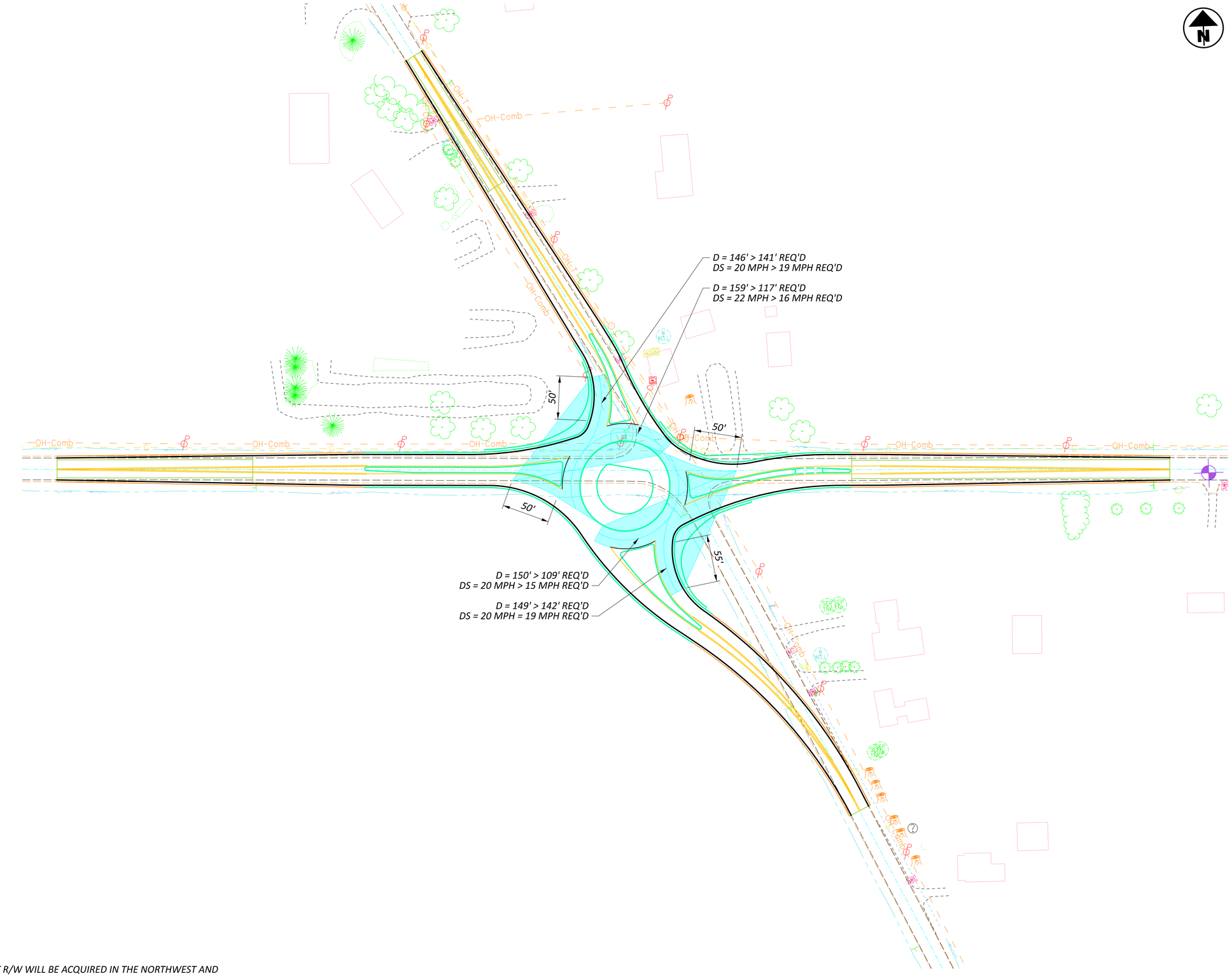


STA-173-1.07 (S.R. 173 & PARIS RAB)
CIRCULATORY STOPPING SIGHT DISTANCE (SSD)

HORIZONTAL SCALE IN FEET
0 50
25 100



NOTE TO REVIEWER:
IT IS ANTICIPATED THAT R/W WILL BE ACQUIRED IN THE NORTHWEST AND SOUTHEAST QUADRANTS TO ENSURE SIGHT DISTANCE IS MAINTAINED.

HORIZONTAL SCALE IN FEET
0 25 50 100

STA-173-1.07 (S.R. 173 & PARIS RAB)
EB & WB INTERSECTION SIGHT DISTANCE (ISD)

DESIGN AGENCY

DESIGNER MEP
REVIEWER MSG 2/26/26
PROJECT ID 121934
SHEET P.18 TOTAL 19

STA-173-1.07 - ROUNDABOUT PACKET

MODEL: EB and WB ISD [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/26/2026 TIME: 10:14:02 USER: mphilip1
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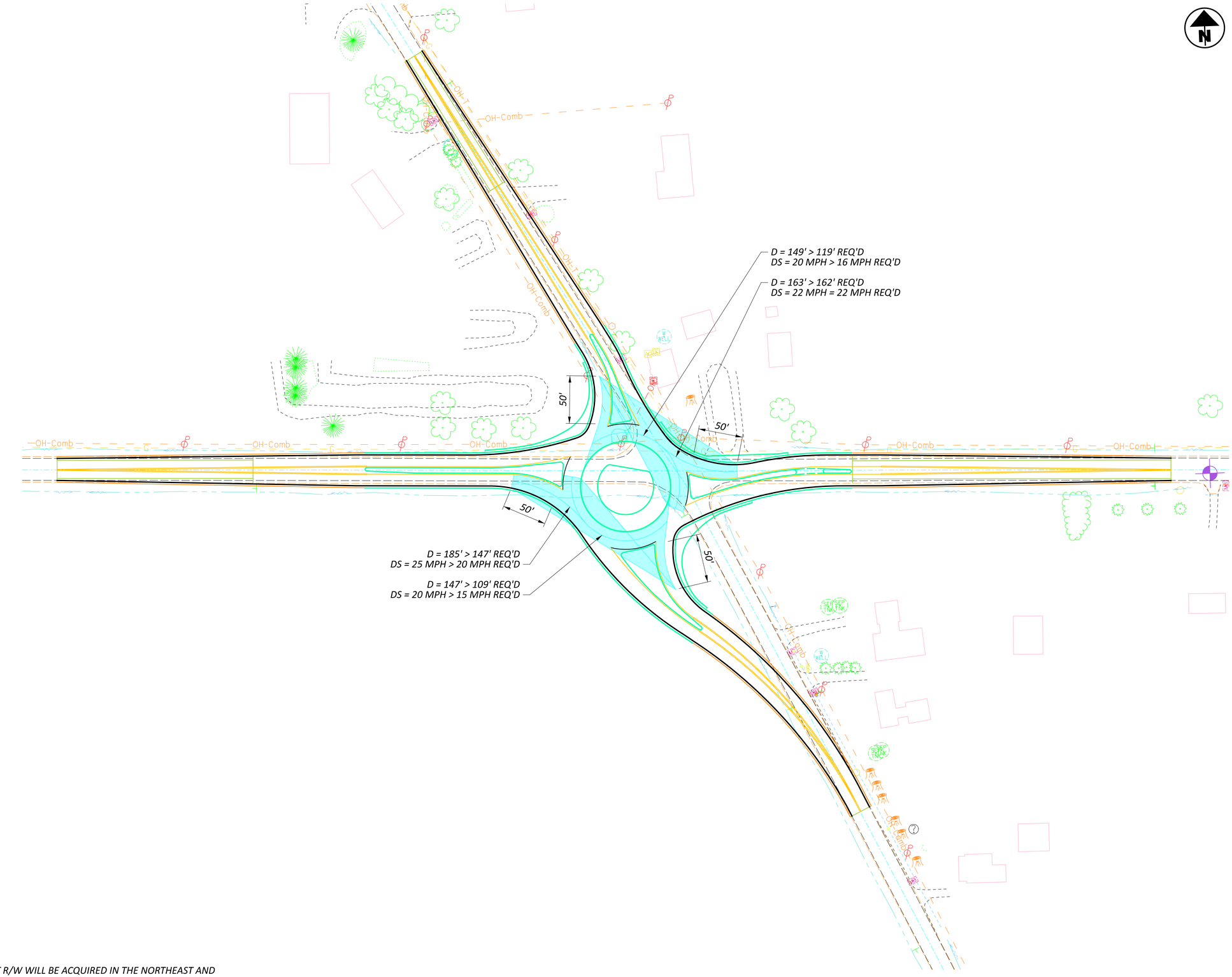

NOTE TO REVIEWER:
IT IS ANTICIPATED THAT R/W WILL BE ACQUIRED IN THE NORTHEAST AND SOUTHWEST QUADRANTS TO ENSURE SIGHT DISTANCE IS MAINTAINED.

HORIZONTAL SCALE IN FEET
0 25 50 100

STA-173-1.07 (S.R. 173 & PARIS RAB)
NB & SB INTERSECTION SIGHT DISTANCE (ISD)

DESIGN AGENCY

DESIGNER MEP
REVIEWER MSG 2/26/26
PROJECT ID 121934
SHEET P.19 TOTAL 19

STA-173-1.07 - ROUNDABOUT PACKET

MODEL: NB and SB ISD [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/26/2026 TIME: 10:14:07 USER: mphilip1
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