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How to Drive a Multi-lane Roundabout

LARGE TRUCKS
(With Semi-Trailers)

WISCONSIN DEPARTMENT OF TRANSPORTATION

What is a roundabout?

- A roundabout is a one-way circular intersection engineered to maximize safety and reduce traffic congestion.
- The *"yield at entry"* rule reduces delay by eliminating unnecessary stopping. Motorists yield to traffic in the roundabout and enter only when there is a safe gap in traffic.
- Pavement markings and signs direct traffic into a one-way, counterclockwise flow.
- Raised islands and painted crosswalks at roundabouts provide safety for pedestrians. Short crossing distances and slow moving traffic increase pedestrian safety.
- Bicyclists using the roundabout can either exit at the bike ramps and use the sidewalk, or continue with traffic on the road.

Benefits

Safe

Roundabouts are safer than other intersections because severe head-on and left-turn crashes do not occur. Other safety benefits include slower speeds and the one-way circulating traffic.

Roundabouts are proven to reduce overall accident rates in Wisconsin by approximately 9%, and reduce severe crashes by 52%. The 2011 Study by the UW Traffic Operations & Safety Laboratory reported zero fatal crashes.

In addition, studies show fewer accidents involving pedestrians and bicyclists at roundabouts as compared to signalized intersections.

Efficient

Roundabouts reduce delay by allowing motorists to yield rather than stop at a red light. They can also handle higher traffic volumes, which helps vehicles get through quicker.

Economical

Reducing driver delay saves time and fuel. Eliminating signals also saves approximately $3,000 to $5,000 per year in maintenance and energy costs.

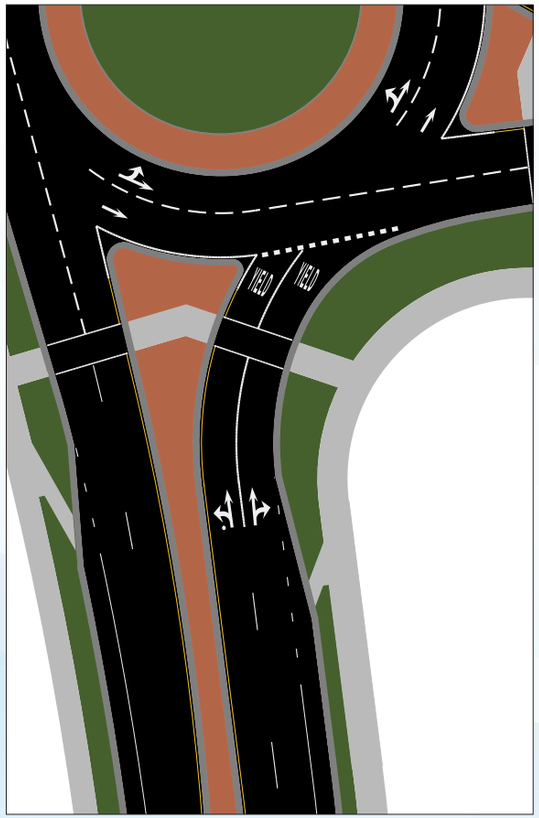
Green

Roundabouts reduce fuel consumption and vehicle pollution because vehicles are not idling at a red light.

The center island of a roundabout provides an opportunity to beautify the location with landscaping. Flowers, trees, or even simple green space can be placed in the center of a roundabout, making the intersection aesthetically pleasing.

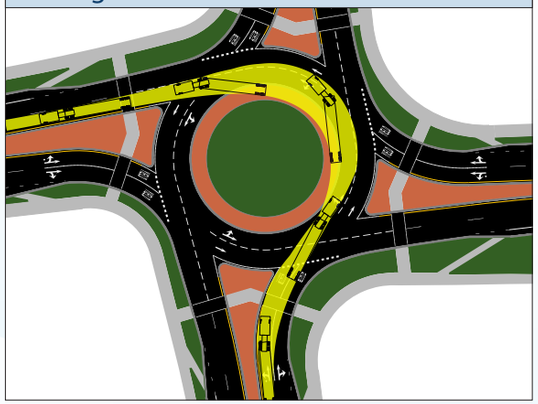
There are two types of entry designs at multi-lane roundabouts.

CASE 1

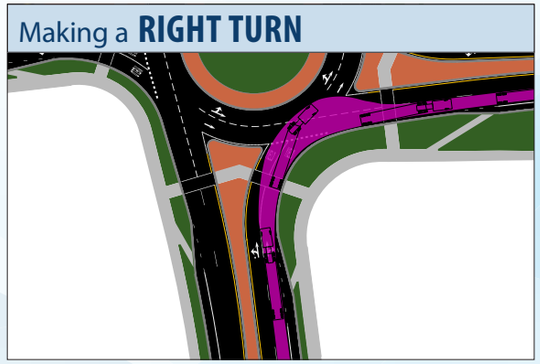


- **Case 1** designs have a single white pavement marking line separating the entry lanes. Large trucks are expected to encroach into adjacent lanes as they approach, enter, circulate, and exit the roundabout.

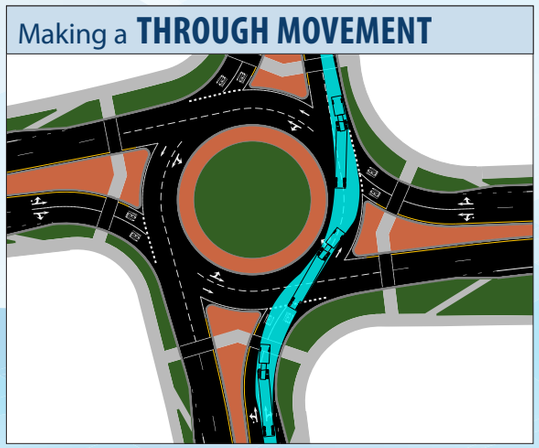
Making a **LEFT TURN**



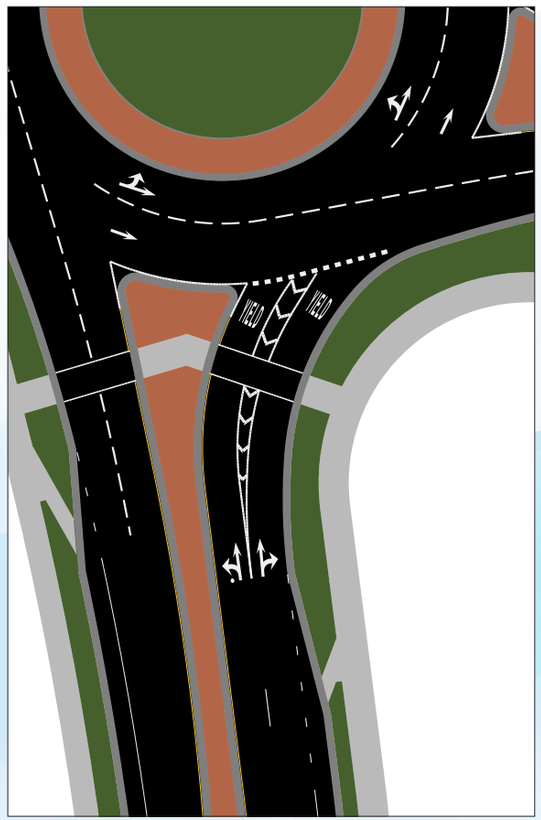
Making a **RIGHT TURN**



Making a **THROUGH MOVEMENT**



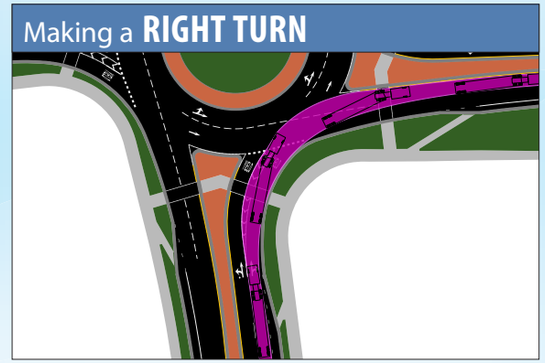
CASE 2



- **Case 2** designs have painted gores that provide separation between the entry lanes. Large trucks can stay in-lane as they approach and enter the roundabout, but may need to encroach into adjacent lanes as they circulate and exit the roundabout.

Making a **LEFT TURN**

Making a **RIGHT TURN**



Making a **THROUGH MOVEMENT**