

Multi-Lane Roundabouts

Fact Sheet

- » Learn more about the benefits of roundabouts at fdot.tips/roundabout
- » See planned FDOT roundabout projects in Central Florida at cflroads.com

How to Get Around a Roundabout



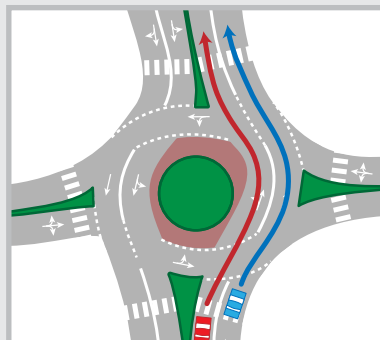
When navigating a roundabout it is important to think of it like a traditional intersection. Just like a traditional intersection, a motorist chooses which lane to be in before approaching the intersection. When approaching a roundabout, drivers will see a sign showing which lanes to use for right turns, straight-through travel, and left turns.

Once you pick a lane, stay in that lane until you exit the roundabout. The following series of diagrams illustrates how to make each movement in a multi-lane roundabout:

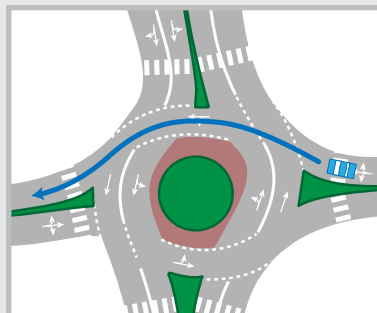
From Multi-Lane Road

From Two-Lane Road

Go Straight



Use either lane to go straight.

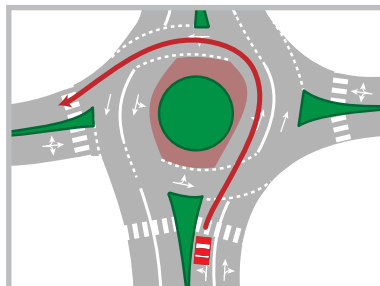


Follow your lane to go straight.

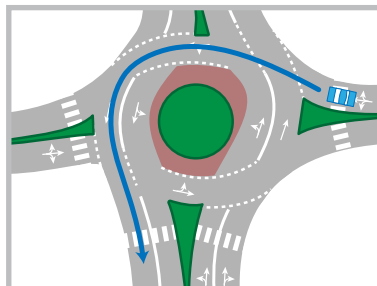
TRAFFIC TIP:

Slow down when approaching a roundabout. Roundabouts are designed for speeds between 15 and 25 mph.

Turn Left



Use the left lane and follow the pavement markings to turn left.

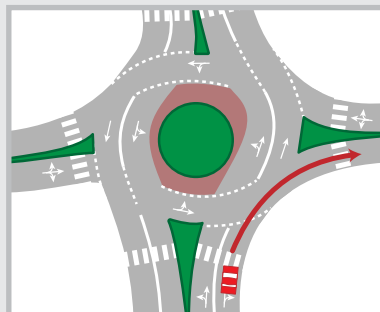


Follow the pavement markings to turn left into the outside lane.

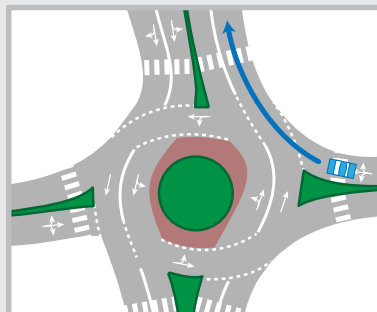
TRAFFIC TIP:

Yield to pedestrians and bicyclists in marked crosswalks when you enter and exit the roundabout.

Turn Right



Use the right lane to turn right.



Turn right into the outside lane.

TRAFFIC TIP:

Before entering a roundabout, look left and yield to all traffic already in the roundabout; they have the right of way.



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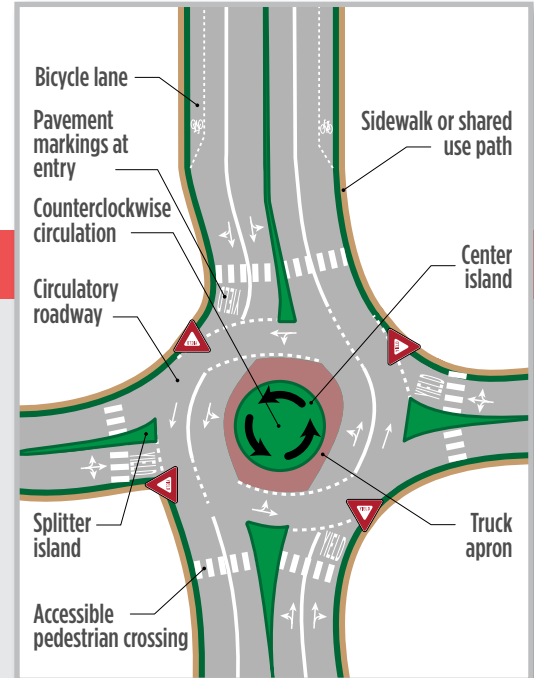
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More Information About Roundabouts

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Anatomy of a Roundabout

Modern roundabouts have been proven safer and more efficient than other types of circular intersections, such as a neighborhood traffic circle or large rotary. Roundabouts have certain distinguishing features and characteristics, which are labeled in the illustration to the right.



ROUNDBOUT FAQS

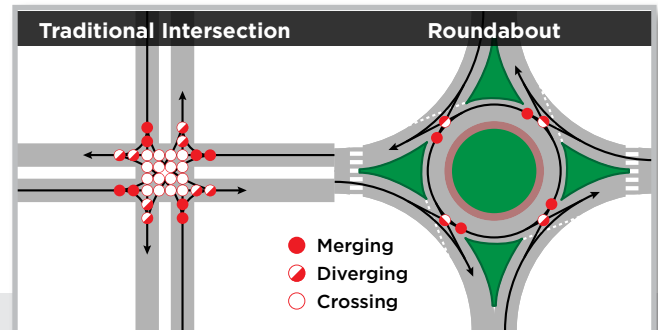
Q. How is a modern roundabout different from a traffic circle or rotary?

A. Modern roundabouts are typically smaller than the large, high-speed rotaries, which are common in the Northeast. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic. A roundabout has these characteristics:

- » Counterclockwise Flow — Traffic travels counterclockwise around a center island.
- » Entry Yield Control — Vehicles approaching the roundabout yield to traffic already circulating in the roundabout.
- » Low Speed — The design of approaching roadway and the diameter of the roundabout ensures low speeds through the intersection.

Q. How do roundabouts improve safety?

A. The illustration to the right shows how traditional intersections have 32 conflict points, which roundabouts reduce to just eight. Roundabouts remove right angle conflicts, which lessens the severity of crashes at these types of intersections. Incidents that do occur in roundabouts are at low speeds and are typically sideswipe, glancing collisions.



Q. How should a driver yield to emergency vehicles?

A. If you have not entered the roundabout, pull over to the right and allow the emergency vehicle to pass. If you have already entered the roundabout, continue to the closest exit and pull into it to allow the emergency vehicle to pass.

Q. How do large vehicles navigate a roundabout?

A. Roundabouts are designed to accommodate all vehicles, including tractor-trailers, emergency vehicles, recreational vehicles, etc. To accommodate the vehicle turning path as the vehicle makes its way through the roundabout, a truck apron around the inside of the circulating roadway provides the space needed. The apron is slightly elevated and visually different from the circulating roadway. This different color helps make it clear that the truck apron is not a lane for smaller vehicles or a pedestrian walkway.



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