

Roundabout Locations

Roundabouts are not meant to be used at every intersection. Here are some locations where roundabouts may be appropriate:

- ▼ Intersections with a poor safety record
- ▼ Locations that do not yet meet traffic signal warrants, yet experience significant delays with stop signs
- ▼ Replacing traffic signals on a corridor in lieu of widening the entire corridor
- ▼ When a corridor transitions between different land-use types
- ▼ Intersections with high volumes of left-turning and/or U-turning vehicles
- ▼ In lieu of traffic signals at freeway entrances and exits
- ▼ When using several roundabouts in series along a corridor
- ▼ Intersections with an unusual geometry and/or more than four entering roadways
- ▼ Intersections with high side-street delays
- ▼ High-volume streets in residential areas (roundabouts lower noise levels and slow traffic)

Some locations where roundabouts may not be appropriate:

- ▼ In the middle of a signalized corridor where the traffic signals are interconnected and currently provide good progression for traffic
- ▼ At the crest of a steep grade – it may be hard for motorists to see the median curbs and central island of a roundabout as they approach
- ▼ Locations where the available right-of-way at the intersection is inadequate or it is economically infeasible to purchase sufficient right-of-way
- ▼ Locations with nearby bottlenecks that would routinely back up into the roundabout