

Roundabouts 101

Appropriate conditions for roundabout installation:

- At intersections where traffic is not so high that traffic does not flow
- To replace four-way-stop intersections
- Intersections with more than four roadway approaches
- At intersections where high left-turn flows are unopposed by through traffic

Conditions that may require special design consideration or make installation infeasible:

- Locations where the size of the roundabout cannot be large enough
- Locations where the grades approaching and in the roundabout would exceed 4%
- A high number of pedestrians, a high percentage of large trucks, intersection junction at the top or bottom of a grade, or close proximity to adjacent signals
- Traffic is so high that traffic will not flow, and causes backups to other intersections or a highway

Why have roundabouts been eliminated at the interchange ramp intersections?

- Insufficient capacity at ramp intersections due to high left turn volumes and high through traffic
- Traffic backup on to I-70
- High volume of trucks and HazMat route
- Difficult for pedestrians/bicycles given the high traffic volumes

How can we use roundabouts?

- Continue to evaluate at Wildercrest Road and Little Beaver Trail in combination with other interchange alternatives