

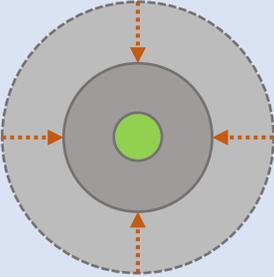
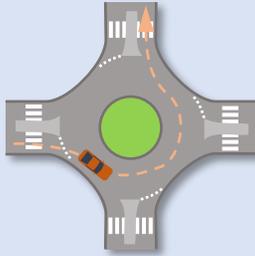
What's the difference between modern **ROUNDBABOUTS** and **TRAFFIC CIRCLES**?



←
Colts Neck
Roundabout



→
Flemington Traffic
Circle (NJ Route 12)

ROUNDBABOUTS	DESIGN FEATURE	TRAFFIC SIGNALS & ROTARIES
<p>SMALLER, MORE COMPACT</p>	<p>SIZE</p>	<p>BIGGER</p>
<ul style="list-style-type: none"> • Most modern roundabouts are single lane and 110 to 150 feet in diameter • No lane-changing needed to exit, so roundabouts can be smaller and more compact • Though roundabouts are smaller, they can still handle large vehicles by installing a mountable center island 		<ul style="list-style-type: none"> • Rotaries or circles tend to be larger, more than 300 feet wide • More space is needed for lane changes
<p>LOW SPEED</p>	<p>SPEED</p>	<p>HIGHER SPEED</p>
<ul style="list-style-type: none"> • Vehicles tend to travel at lower, more consistent speeds, generally 15-25 MPH 		<ul style="list-style-type: none"> • The larger size allows vehicles to travel faster, with entry speeds of 40 MPH or higher • Higher speeds can result in more severe crashes • Entering drivers who wish to circulate must change lanes while circulating and weave with vehicles trying to exit
<p>YIELD AT ENTRY</p>	<p>TRAFFIC CONTROL</p>	<p>INCONSISTENT ENTRY</p>
<ul style="list-style-type: none"> • Drivers entering are required to yield, keeping inside traffic moving • No lane changes occur within a single-lane roundabout, resulting in fewer conflicts between drivers 		<ul style="list-style-type: none"> • Entry may be controlled by yield signs, merge signs or no signs at all • Vehicles typically enter alongside traffic that is circulating in the inside lanes. Changing lanes and interweaving with exiting traffic can be confusing for many drivers.