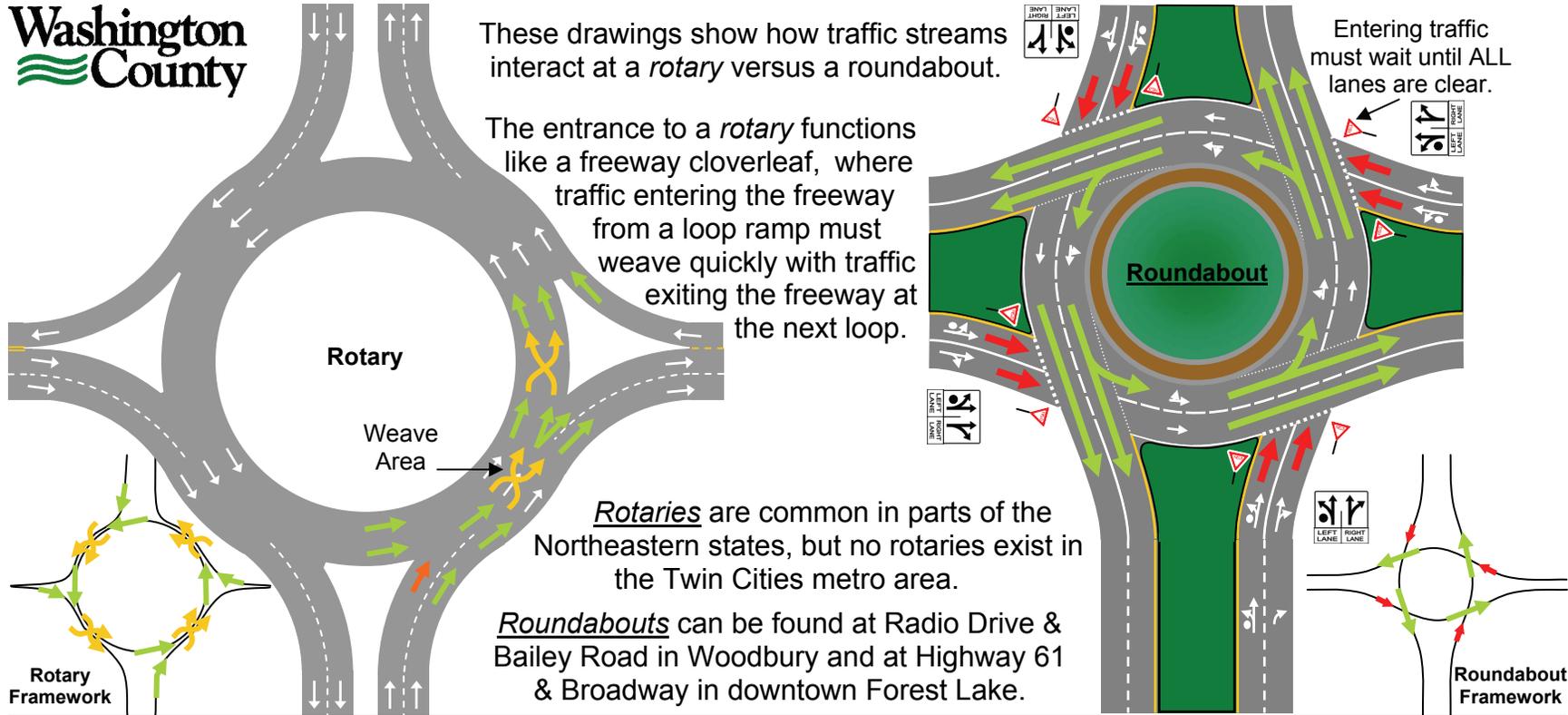


How is a ROTARY Different from a Roundabout?



| Rotary | Modern Roundabout |
|--|---|
| A rotary consists of a set of merges and diverges with a circular road. Entry is similar to entering a freeway from a ramp. | A roundabout is a pair of one-way roads that cross each other, with a circular island between the two pairs of roadways. |
| It is usually OK to enter a rotary alongside circulating traffic, like merging onto a freeway alongside the freeway traffic in other lanes. | Entering traffic must always yield to ALL traffic from the left, regardless of lane position. Entering traffic is <u>crossing</u> a one-way road. |
| Entering drivers who wish to circulate must change lanes while circulating and weave with vehicles trying to exit. | Lane changes should not occur within a roundabout. The proper lane must be chosen before approaching the entrance to the roundabout. |
| Use your turn signal to exit a rotary, because exiting a rotary is similar to exiting a freeway where you diverge from your freeway travel lane. | Do not use your turn signal to exit a roundabout, because exiting a roundabout is a straight-ahead movement where you stay in your lane. |
| A rotary is typically large, with entry speeds of 40 mph or higher. | A roundabout is generally small; speeds are rarely more than 25 mph. |
| Rotaries work well at low volumes, but very poorly under heavy traffic conditions. Most were designed in the 1940's or earlier. | Roundabouts are able to handle heavy traffic and are used for efficiency and safety. Roundabouts were developed in the 1960's. |

