Roundabouts are a great tool for safety and efficiency at intersections. Louisiana has been utilizing roundabouts for almost 10 years. As of 2014, there are 18 built or under construction statewide. This brochure will provide general information and data about all existing roundabouts.

Before installing a roundabout, DOTD conducts a comprehensive intersection study to determine the best traffic control for every intersection. The study includes volume counts, peak hour turning movement counts, a safety analysis, a traffic analysis and a look at restraints such as right-of-way, drainage and utilities.

Want more information?

You can find photos and videos on our project web page at ***http://bit.ly/RoundaboutInfo***

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
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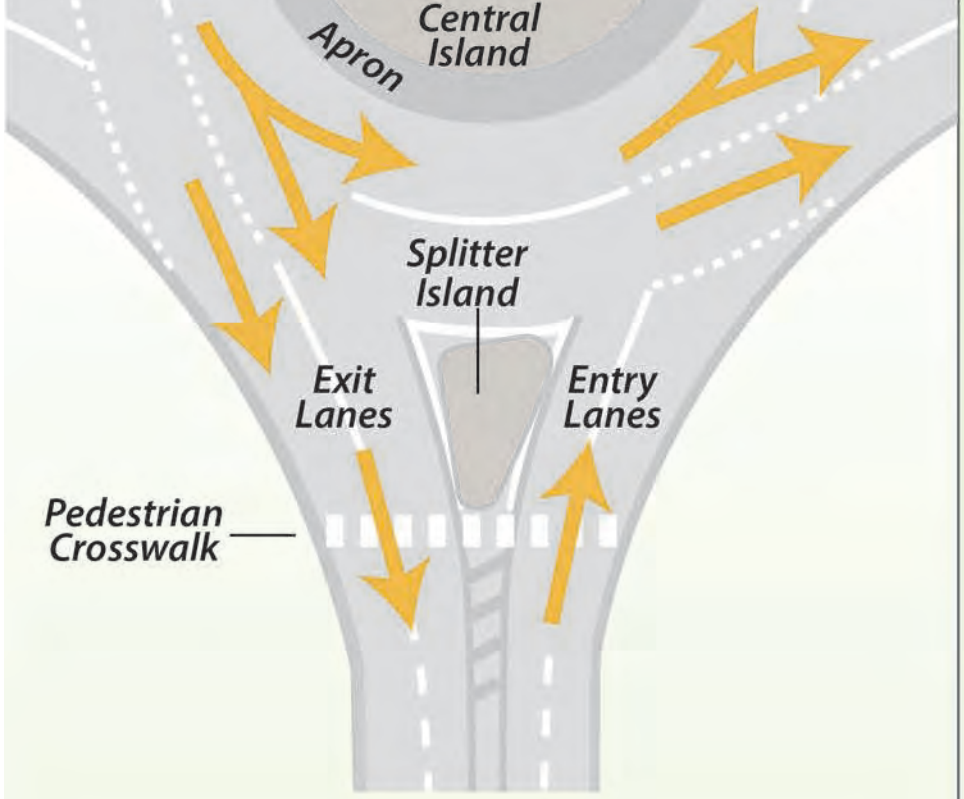
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Roundabouts

General information and step-by-step instructions



Step-By-Step Instructions
for pedestrians

Follow these four simple tips to walk safely through a roundabout:

1. **Use the designated crosswalk.** Never walk in the roundabout or the central island.
2. **Cross one lane at a time to the splitter island.** It provides refuge between lanes.
3. **When crossing an entry lane, watch for oncoming traffic.** Even if you have the right-of-way when you are in the crosswalk, make sure that drivers see you and stop for you.
4. **When crossing an exit lane, watch for cars leaving the roundabout.** You have the right-of-way, but proceed carefully.

Step-By-Step Instructions
for vehicles and bicycles

- **Look for this sign.** 
  It is your first cue you are approaching a roundabout.
- **Start to slow down.**
  When approaching the roundabout, slow down to 10-15 mph.
- **Share the road.**
  Always look for bicyclists merging into the travel lane and/or pedestrians crossing. Let bicyclists merge. If a person is at the crosswalk, let them cross. It is the law!
- **Yield to traffic.**
  You may have to stop to yield to cars on your left. If the road is clear, simply enter the roundabout, turning right. You don't have to stop, just enter.
- **Proceed slowly.**
  Don't pass bicyclists ahead of you within the roundabout. Continue until you get to your exit. Do not stop in the roundabout.
- **Follow directional signs.** 
  Directional signs will tell you where to exit.
- **Exit carefully.**
  Using your right-turn signal, exit the roundabout. Remember to watch for pedestrians.

Ride a bicycle as if you were driving a car. Be assertive, so cars see you and respect your right to be on the road.

Refer to the same steps on the left column with the addition of these tips.

If riding on the shoulder or bike lane:
- Merge into travel lane before the shoulder ends.
- Move slowly and signal.

If you don't want to ride your bicycle in the roundabout, use the sidewalks and proceed as a pedestrian. (Refer to the *Step-by-Step Instructions for Pedestrians*.)

Once in the roundabout:
- Don't hug the curb.
- Ride close to the middle of the lane to prevent cars from passing you.
- Watch for cars waiting to enter the roundabout.

Benefits

SAFETY

Safety is improved by eliminating more severe crashes.

OPERATIONS

Operation is improved with smooth-flowing traffic with less stop-and-go than a signalized intersection.

AESTHETICS

Aesthetics are enhanced by the opportunity for more landscaping and less pavement.

Roundabouts save lives by reducing

Fatalities by **90%**

Injury crashes by **76%**

Pedestrian crashes by **30% to 40%**

Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists and pedestrians.

eco

Roundabouts help decrease fuel consumption and carbon emissions by reducing vehicle delay and the number and duration of stops, compared with signalized intersections.

Roundabouts Save Money

Eliminate the costs to install and repair signal equipment.

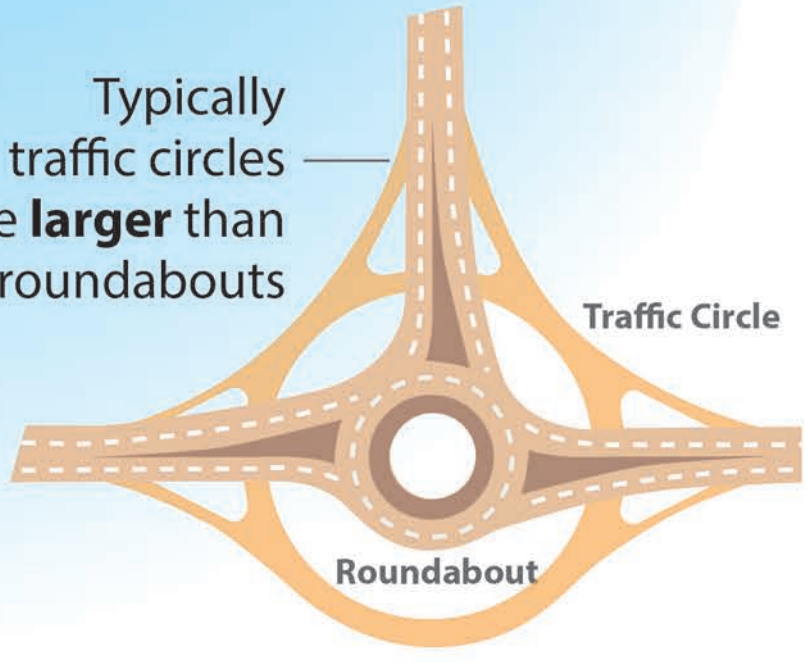
Reduce road electricity and maintenance costs by an average of $5,000 per year.

Provide a 25-yr. service life instead of a 10-yr. service life of signal equipment.

Did You Know?

Roundabouts are designed to accommodate fire trucks and large vehicles.

Typically traffic circles are **larger** than roundabouts



DISTRICT 02 (ORLEANS PARISH)

La. 406 at La. 407

Cost: $750K | In service since 2010

Average Daily Traffic: La. 407 has 12,059 vehicles per day and La. 406 has 4,785 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 89 at Chemin Metairie Parkway

Cost: N/A (Built by local municipality) | In service since 2008

Average Daily Traffic: La. 89 has 4,213 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 89 at La. 92

Cost: N/A (Built by local municipality) | In service since 2011

Average Daily Traffic: La. 89 has 11,348 vehicles per day and La. 92 has 8,550 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 98 at La. 93

Cost: $579K	In service since July 2011

Average Daily Traffic: La. 98 has 7,039 vehicles per day and La. 93 has 8,778 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 93 at La. 342

Cost: $250K	In service since September 2003

Average Daily Traffic: La. 93 has 13,021 vehicles per day and La. 342 has 13,430 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 726 at I-49 (Hector Connely)

Cost: N/A (Built by local municipality)	In service since 2012

Average Daily Traffic: La. 726 has 13,275 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

Bonin Road at East Milton Avenue (La. 92)

Cost: $560K | In service since February 2011

Average Daily Traffic: La. 92 has 8,550 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 92 at Chemin Metairie Parkway

Cost: N/A (Built by local municipality) | In service since 2011

Average Daily Traffic: La. 92 has 8,700 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 339 at La. 92

Cost: $1.1M | In service since March 2011

Average Daily Traffic: La. 92 has 8,550 vehicles per day and La. 339 has 21,621 per day.

DISTRICT 03 (LAFAYETTE PARISH)

Bonin Road at East Milton Avenue (La. 92)

Cost: $560K | In service since February 2011

Average Daily Traffic: La. 92 has 8,550 vehicles per day.

DISTRICT 03 (LAFAYETTE PARISH)

La. 92 at Chemin Metairie Parkway

Cost: N/A (Built by local municipality) | In service since 2011

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DISTRICT 03 (LAFAYETTE PARISH)

La. 339 at La. 92

Cost: $1.1M | In service since March 2011

Average Daily Traffic: La. 92 has 8,550 vehicles per day and La. 339 has 21,621 per day.

DISTRICT 08 (VERNON PARISH)

La. 8 at U.S. 171

Cost: $2.1M | In service since August 2011

Average Daily Traffic: U.S. 171 has 10,610 vehicles per day and La. 8 has 9,610 vehicles per day.

DISTRICT 61 (EAST BATON ROUGE PARISH)

La. 327 River Road at La. 327 Gardere

Cost: $7M (combined cost of the 3 locations) | In service since November 2011

Average Daily Traffic: La. 327 has 2,764 vehicles per day.

DISTRICT 61 (EAST BATON ROUGE PARISH)

La. 327 River Road at L'Auberge Ave. (#1)

Cost: $7M (combined cost of the 3 locations) | In service since November 2011

Average Daily Traffic: La. 327 has 2,764 vehicles per day.

DISTRICT 08 (VERNON PARISH)

La. 8 at U.S. 171

Cost: $2.1M | In service since August 2011

Average Daily Traffic: U.S. 171 has 10,610 vehicles per day and La. 8 has 9,610 vehicles per day.

DISTRICT 61 (EAST BATON ROUGE PARISH)

La. 327 River Road at La. 327 Gardere

Cost: $7M (combined cost of the 3 locations) | In service since November 2011

Average Daily Traffic: La. 327 has 2,764 vehicles per day.

DISTRICT 61 (EAST BATON ROUGE PARISH)

La. 327 River Road at L'Auberge Ave. (#1)

Cost: $7M (combined cost of the 3 locations) | In service since November 2011

Average Daily Traffic: La. 327 has 2,764 vehicles per day.

DISTRICT 62 (ST. TAMMANY PARISH)

La. 59 at La. 36

Cost: $872K	In service since March 2008

Average Daily Traffic: La. 59 has 4,574 vehicles per day and La. 36 has 6,921 vehicles per day.

DISTRICT 62 (ST. TAMMANY PARISH)

La. 1091 at Brownswitch Road

Cost: $1M	In service since November 2013

Average Daily Traffic: La. 1091 has 19,500 vehicles per day and Brownswitch Road has 2,200 vehicles per day.

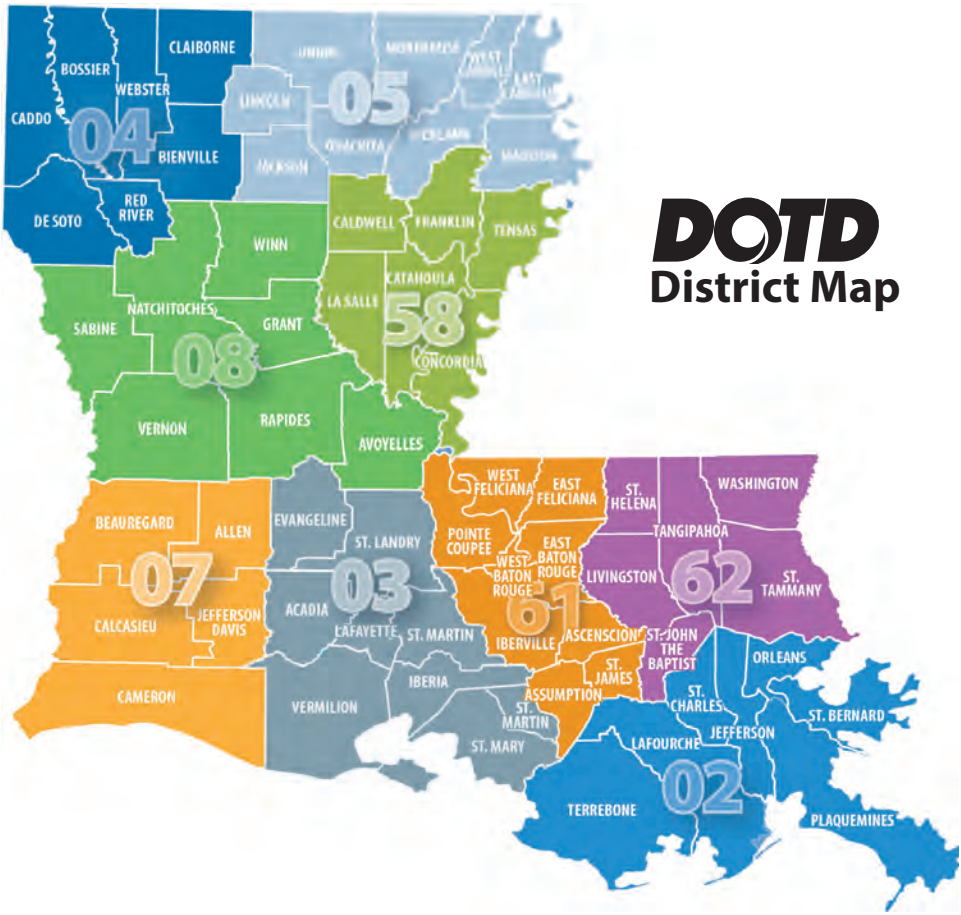
DISTRICT 62 (ST. TAMMANY PARISH)

U.S. 190 at La. 434

Cost: $1M	In service since September 2013

Average Daily Traffic: U.S. 190 has 9,799 vehicles per day and La. 434 has 5,078 vehicles per day.

For your reference, below is the Louisiana map divided into the DOTD districts.



District 2: Jefferson, Lafourche, Orleans, Plaquemines, St. Bernard, St. Charles, Terrebonne

District 3: Acadia, Evangeline, Iberia, Lafayette, St. Landry, St. Martin, St. Mary, Vermilion

District 4: Bienville, Bossier, Caddo, Claiborne, DeSoto, Red River, Webster

District 5: East Carroll, Jackson, Lincoln, Madison, Morehouse, Ouachita, Richland, Union, West Carroll

District 7: Allen, Beauregard, Calcasieu, Cameron, Jefferson Davis

District 8: Avoyelles, Grant, Natchitoches, Rapides, Sabine, Vernon, Winn

District 58: Caldwell, Catahoula, Concordia, Franklin, La Salle, Tensas

District 61: Ascension, Assumption, East Baton Rouge, East Feliciana, Iberville, Pointe Coupee, St. James, West Baton Rouge, West Feliciana

District 62: Livingston, St. Helena, St. John, St. Tammany, Tangipahoa, Washington

Roundabouts and Oversized Vehicles

Louisiana's roundabouts are designed to accommodate vehicles of all sizes, including:

- emergency vehicles
- buses
- farm equipment
- semi-trucks with trailers

Because oversized vehicles require extra room, roundabouts are also designed with a truck apron – a raised section of concrete around the central island providing extra space for large vehicles. To ease the turning radius of an oversized vehicle, the back wheels can ride up on the truck apron. Since the apron is raised, it discourages smaller vehicles from using it.

Also, when driving on a multi-lane roundabout, oversized vehicles may straddle both lanes.

Drivers should remember to avoid driving next to large vehicles in a roundabout.

If you would like to view some videos pertaining to oversized vehicles and roundabouts, please visit the following links:

www.dotd.la.gov/videos/oversized1

www.dotd.la.gov/videos/oversized2