



★ National Roundabouts Week 2021 ★ *September 20th to 24th*

Hello from the CTDOT Roundabout Committee!

Our Committee was established to assist with the planning, design, and construction of roundabouts in Connecticut and is made up of experienced engineers from Highways, Traffic, Planning, Maintenance, and Construction. The goal of the Committee is to encourage appropriate use of roundabouts, good design practices, and consistency. The Committee reviews roundabout concepts at project initiation, as well as at the 30%, 60%, and 90% design phases. We are also available to help with questions regarding such aspects as: suitability, size, lane arrangements, geometry, materials, signing, pavement markings, and phasing plans.

Please contact us at DOT.Roundabouts@ct.gov if assistance is needed.

Visit <https://safety.fhwa.dot.gov/nrw/>
for additional information from FHWA on
National Roundabouts Week 2021

Roundabout Trivia



Did YOU know...?

Did you know roundabouts are safer intersections for *all* users?

Speeds are lower in a roundabout, typically 20-25 mph for a single-lane design, increasing overall intersection safety. Pedestrians only need to cross one direction of vehicle travel at a time and can find refuge in the splitter island or median. Bicyclists can ride in the lane with traffic, due to low speeds, or dismount and cross as a pedestrian.



The number of vehicular conflict points is reduced from a total of 32 at a typical intersection down to just 8 within a single-lane roundabout. Roundabout intersections eliminate left-turns, removing the potential for head-on and angle-type crashes, which are the most severe. With lower speeds and right-turns only, crashes that *do* occur typically result in less serious and fewer injuries. Connecticut has analyzed five completed roundabouts so far and found a 49% reduction in total crashes and an 81% reduction in severe crashes, in line with national statistics.

Did you know roundabouts can reduce travel time?

Although travel speeds within a roundabout intersection are typically lower, a properly designed roundabout can promote a more efficient and continuous flow of traffic, especially in the off-peak periods. Roundabouts operate under a yield condition, minimizing traffic queues and delay, as there is no need to wait at a stop sign or traffic signal.



Did you know roundabouts can promote business?

Slower speeds allow roadway users to more easily notice nearby businesses, and the increase in safety for non-motorized users makes walking or biking around the area more attractive and enjoyable. Roundabouts generally enhance community aesthetics and promote safer and easier access, which is more desirable for customers and businesses.



Did you know roundabouts are better for the environment?

Because motorists no longer need to wait at a stop sign or traffic signal, fuel consumption is reduced. Less idling and less acceleration from a stopped position reduces the amount of harmful motor vehicle emissions released into the environment..



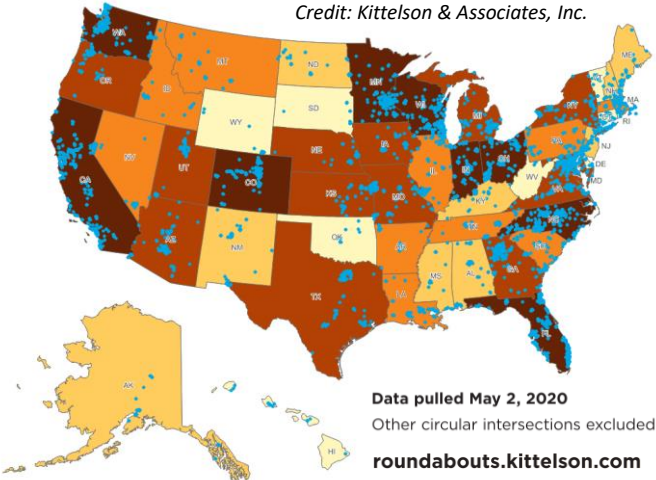


- Connecticut Department of Transportation -



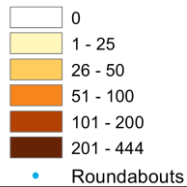
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Credit: Kittelson & Associates, Inc.



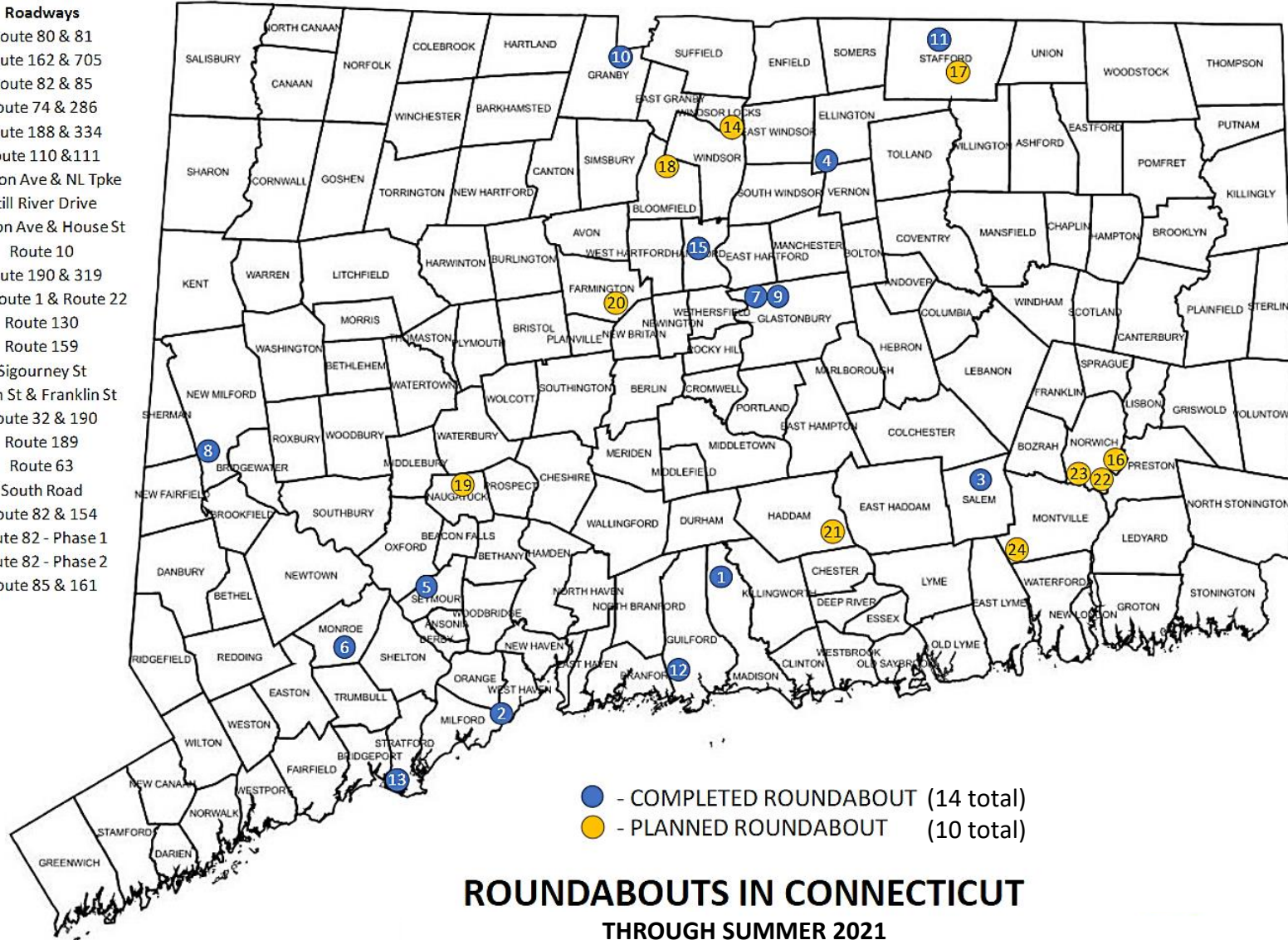
Data pulled May 2, 2020
Other circular intersections excluded
roundabouts.kittelson.com

Roundabouts per State



Estimated total roundabouts through 2019:
United States: 7,100

ID	Town	Roadways
1	Killingworth	Route 80 & 81
2	West Haven	Route 162 & 705
3	Salem	Route 82 & 85
4	Ellington	Route 74 & 286
5	Seymour	Route 188 & 334
6	Monroe	Route 110 & 111
7	Glastonbury	Hebron Ave & NL Tpk
8	New Milford	Still River Drive
9	Glastonbury	Hebron Ave & House St
10	Granby	Route 10
11	Stafford	Route 190 & 319
12	Guilford	U.S. Route 1 & Route 22
13	Stratford	Route 130
14	Windsor Locks	Route 159
15	Hartford	Sigourney St
16	Norwich	Main St & Franklin St
17	Stafford	Route 32 & 190
18	Bloomfield	Route 189
19	Naugatuck	Route 63
20	Farmington	South Road
21	Haddam	Route 82 & 154
22	Norwich	Route 82 - Phase 1
23	Norwich	Route 82 - Phase 2
24	Montville	Route 85 & 161



● - COMPLETED ROUNDABOUT (14 total)
● - PLANNED ROUNDABOUT (10 total)

ROUNDABOUTS IN CONNECTICUT THROUGH SUMMER 2021

NATIONAL vs. CONNECTICUT

Converting to a roundabout results in less crashes.

SIGNALIZED INTERSECTION TO A ROUNDABOUT



CONNECTICUT DOT CONVERTED 5 INTERSECTIONS TO ROUNDABOUTS

Reductions:

81% SEVERE CRASHES
49% OVERALL CRASHES

As of 2017, 150 crashes and 100 injuries have been prevented.

Reductions up to:
78% SEVERE CRASHES
48% OVERALL CRASHES

Map based on information available. Please contact DOT.Roundabouts@ct.gov to provide additional information for map updates.



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STATE PROJECT NO. 0084-0108

Purpose & Need:

To address safety and traffic operation at the intersection of Routes 110 and 111.

Description:

The project involved the removal of stop signs on Route 110 and a flashing beacon at the intersection. A modern roundabout was constructed between 2017 and 2018.

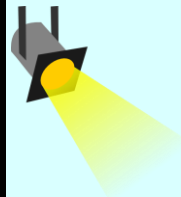
Crash Experience (average per year):

- *Pre-Construction* – 9 crashes, 1.3 injuries
 - *Post-Construction* – 3.5 crashes, 0.5 injuries
- 61%↓ 61%↓**



★ ★ ★ ★ ★ [MONROE *DRONE* VIDEO – YouTube](#)

[ROUNDABOUT LOCATION – Google Maps](#)



SPOTLIGHT on MONROE ROUNDABOUT (Intersection of Routes 110 and 111)

Pre-Construction
(before 2017)



Post-Construction
(after 2018)

