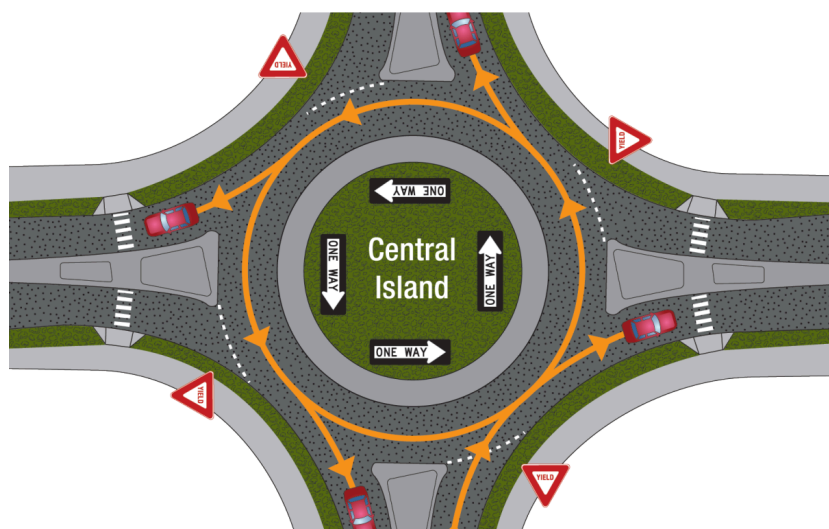


ALL ABOUT ROUNDABOUTS



LARGE VEHICLES AND ROUNDABOUTS

Most roundabouts are designed with a truck apron to accommodate large vehicles like school buses, semi-trucks, or farm equipment. This raised section of pavement around the central island is the truck apron. It allows for the back wheels of an oversized truck to ride up as they circle around, helping them to maneuver through. Large trucks and trailers require special consideration when driving through roundabouts.

NAVIGATING A ROUNDABOUT

- When approaching a roundabout, you will see a dashed white line and a yield sign at each entry point. Slow down, use your turn signal, look for oncoming cars, pedestrians, and bicyclists.
- When you see a safe opening, proceed into the roundabout. Follow the circle of traffic until you see the road you want to turn onto, then exit out of the roundabout.
- When entering a roundabout, remember, all vehicles already within the roundabout have the right of way.
- If you see a tractor trailer, bus, farm equipment or other large vehicle in the roundabout, they may utilize the truck apron. A truck apron is a raised, mountable concrete area immediately surrounding the central island of a roundabout, specifically designed for the rear wheels of large vehicles to ride on while navigating turns. This feature allows oversized vehicles to safely complete turns without hitting central curbs, while maintaining smaller, efficient lanes for passenger vehicles.
- Do not enter a roundabout if an emergency vehicle is approaching a roundabout. If an emergency vehicle approaches while you are in a roundabout, exit immediately and pull over to the right side of the road.
- Never turn left when entering a roundabout. When exiting, be sure to use your right turn signal.



INTERSECTION IMPROVEMENTS

PROJECT DETAILS

This safety improvement project includes improving the intersection of U.S. Route 61 and Route 80 near Matthews, Missouri.

Currently, two alternatives are being explored—installing traffic signals or constructing a roundabout. The project team examined multiple factors when developing the proposed alternatives, including the potential right-of-way impacts, cost, and safety and traffic performance highlights of each alternative.

POTENTIAL TRAFFIC IMPACTS

Motorists should anticipate delays, but the intersection will remain open to traffic during construction. Both alternatives would have similar impacts to traffic.

WATCH THE VIDEO SIMULATIONS

To view the video modeling for each alternative (installing traffic signals or constructing a roundabout), please scan the QR code below with your smartphone.



TENTATIVE TIMELINE

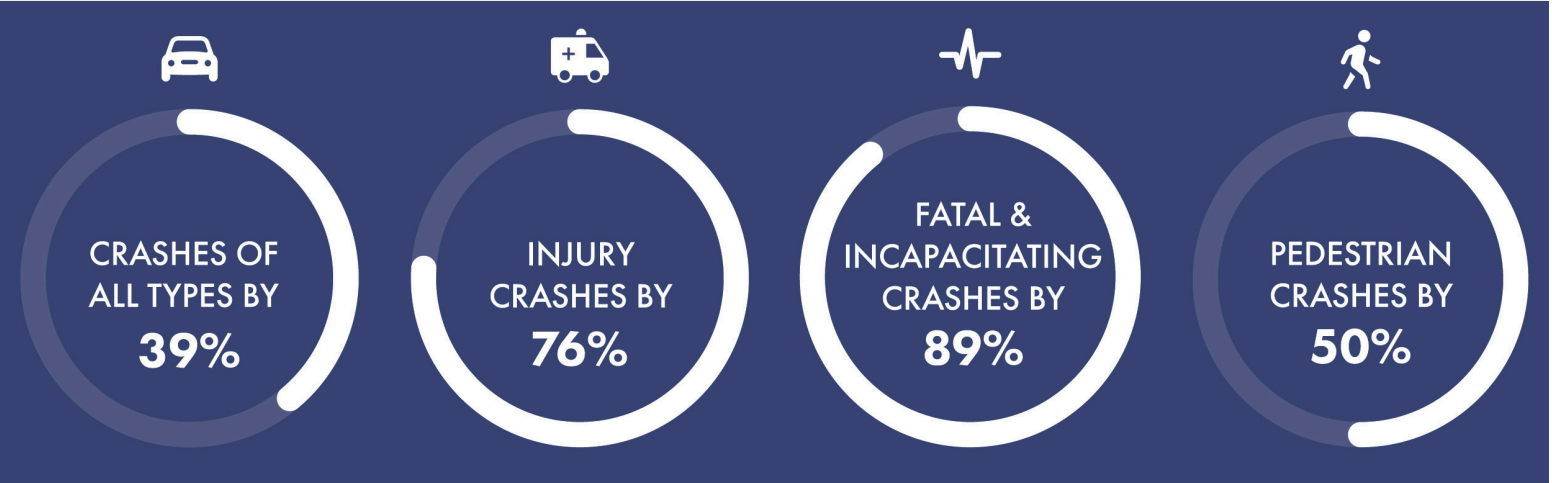


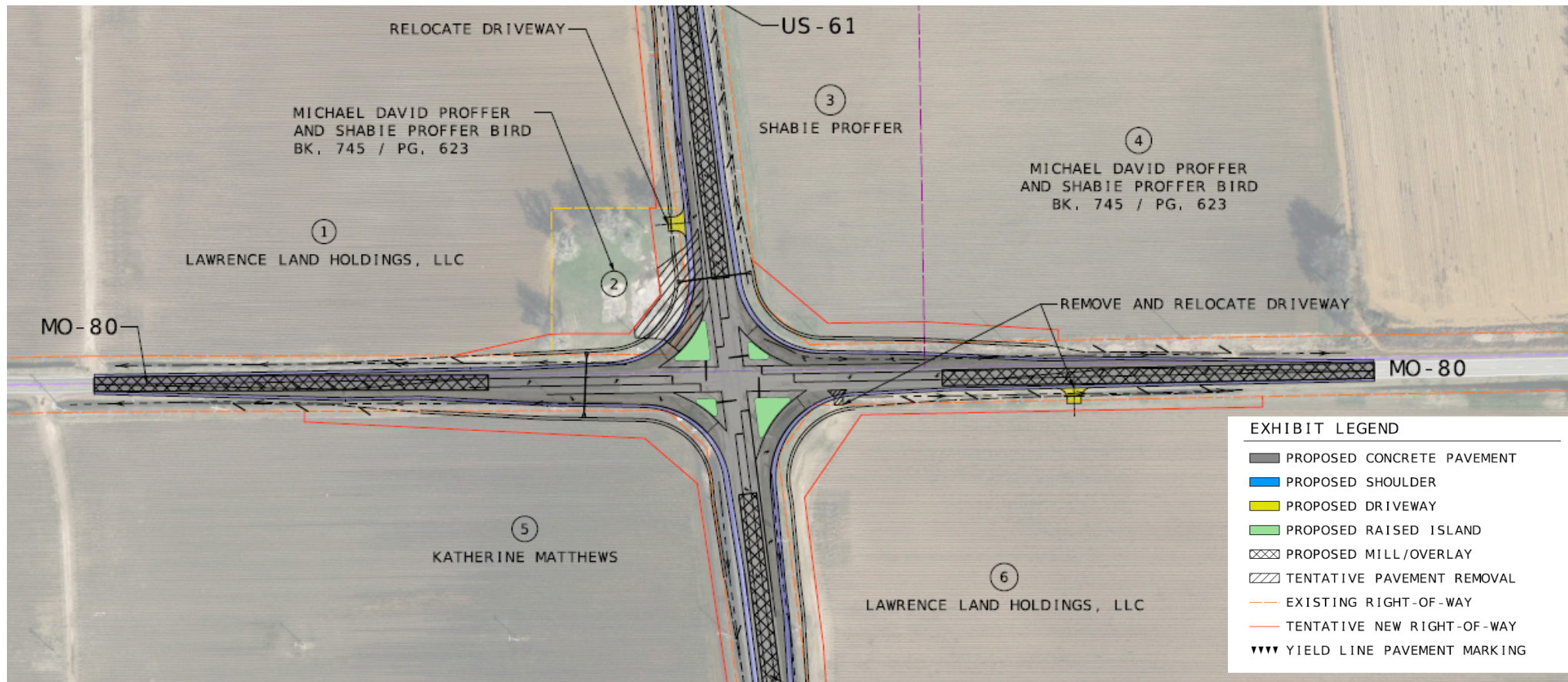
FOR MORE INFORMATION

For more information, please contact MoDOT Project Manager Donna Philpot at (573) 472-5347 or MoDOT's Customer Service Center toll-free at 1-888-ASK MODOT (275-6636).

Additional information is also available at modot.org/6180Matthews.

According to a study by the Insurance Institute for Highway Safety, compared to a common signalized intersection, roundabouts reduce...





ALTERNATE 1: INSTALLING TRAFFIC SIGNALS

PROJECT COST & IMPACTS:

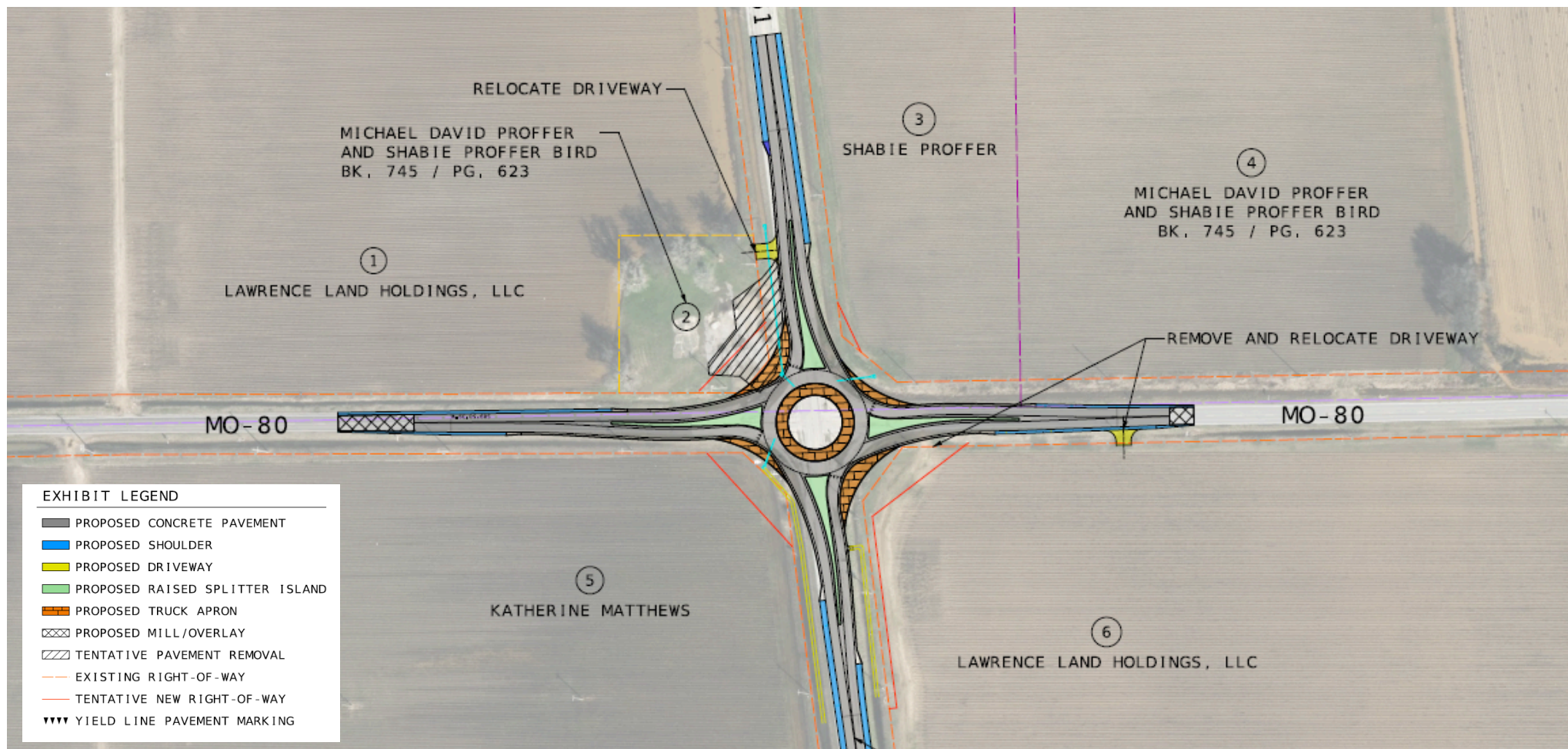
- \$3.6M (Concrete Option)/\$3.5M (Asphalt Option)
- Tentative New Right-of-Way = 2 acres

SAFETY PERFORMANCE:

- Signals reduce crashes, especially with added turn lanes to reduce rear-end collisions.
- Signals are less likely to reduce high speed and higher severity crashes.

TRAFFIC PERFORMANCE:

- Operates with minimal delay during normal traffic.
- Signals would provide left turn arrows for turning traffic and slow moving farm equipment.



ALTERNATE 2: CONSTRUCTING A ROUNDABOUT

PROJECT COST & IMPACTS:

- \$3.4M (Concrete Only)
- Tentative New Right-of-Way = 0.5 acres

SAFETY PERFORMANCE:

- Roundabouts result in significantly reduced fatal and serious injury crashes when compared to signals and stop control. Roundabouts reduce speeds which reduces crash frequency and severity.
- Curves leading into the intersection encourage drivers to slow down.

TRAFFIC PERFORMANCE:

- Operates with minimal delay during normal traffic. Roundabouts also have shorter queue lengths compared to a signalized intersection.
- The addition of internal and external truck aprons to accommodate larger vehicles and farm equipment, while also improving turning movements.