

Script for Lee Roundabout video:

The two lane roundabout in Lee, New Hampshire at the intersection of US Route 4 and NH Route 125 was constructed to solve traffic congestion and address safety issues.

Roundabouts are often used at intersections to efficiently manage competing traffic volumes.

Roundabouts can manage traffic more efficiently than comparably sized signalized intersections because they allow conflicting traffic to move concurrently.

Roundabouts also eliminate the lost time that traffic signals must provide between conflicting traffic movements.

Driving in a two lane roundabout can be a bit different than your traditional single lane roundabout...but it's easy to learn how to drive in one.

It's important that you remember to always yield to both lanes of traffic when entering the roundabout.

Never enter the roundabout alongside a vehicle that is already in the inner lane...because that vehicle may need to cross your path to exit.

A major rule for driving in a two lane roundabout is knowing which lane you need to be in to make the maneuver you want...and to always stay in that lane.

Changing lanes, as shown, will cause confusion to other drivers and increase the likelihood of a crash.

So how do you figure out which lane you should be in?

A two lane roundabout, like any multiple lane intersection, has different movements permitted for each lane.

The sign on the left, which indicates the lane can go straight or turn right, has the same message as this sign, which is a roundabout sign indicating the very same driver actions.

It may look funny...but the roundabout sign is signaling that those who want to exit the roundabout at the first or second exit will take this lane.

If you want to take the third exit, you would use the left lane with this marking. You can also use the left hand lane to take the second exit.

So why can't you use the right lane to take the third exit?

Well...It's so you don't cause congestion and confusion within the roundabout...and to avoid a crash conflict point at the second exit.

Without this order....a two-lane roundabout will essentially function as a single lane roundabout, which reduces capacity and increases congestion.

There is no exception to the lane rule, even for large tractor trailers.

To assist those large trucks that are making their way through the roundabout, the NHDOT has installed mountable concrete aprons.

Truck aprons provide extra width for a tractor trailer's rear tires...in order for them to stay in their lane to make the thru or left hand turn... so incidents, like this one, don't happen.

For more information about roundabouts...visit the NH Department of Transportation website.

<https://www.nh.gov/dot/org/projectdevelopment/highwaydesign/roundabouts/index.htm>