



Features of a Typical Single-Lane Roundabout

Source: [NCHRP Report 672 Roundabouts; An Informational Guide, Second Edition.](#)

Multi-Lane Roundabouts

- Multi-Lane Roundabouts have at least one entry with two or more circulating lanes. In some cases, the roundabout may have a different number of lanes on one or more approaches (e.g., two-lane entries on the major street and one-lane entries on the minor street). They may have entries on one or more approaches that flare from one to two or more lanes. They also require wider circulating roadways to accommodate more than one vehicle traveling side by side. The geometric design features include: raised splitter islands with appropriate entry path deflection, a raised non-traversable central island, crosswalks, and a truck apron separated by a VDOT CG-3 Modified curb from the circulatory roadway. Driver decisions are more complex for multi-lane roundabouts. These decisions include: proper lane when entering, lateral positioning while circulating and proper lane for exiting.
- If a Multi-Lane Roundabout design is warranted in the long term, it should be designed as a Multi-Lane Roundabout, but striped and signed as a Single-Lane Roundabout when initially opened to traffic.*

* Rev. 1/17