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Tips for Driving a Roundabout

- Slow down when approaching a roundabout
- Choose the proper lane before entering the roundabout. Keep your vehicle in the same lane as you enter and exit the roundabout.
- Stop for pedestrians in the crosswalk.
- Yield to all traffic on your left before entering the roundabout.
- Enter the roundabout when there is a safe gap in traffic.
- Keep your speed low and stay in your lane.
- Large vehicles need more space in a roundabout. Be cautious and avoid driving next to or passing large trucks while approaching and maneuvering through the roundabout.

State Route 247 & Broadway in Bibb County

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**ROUNABOUT
INTERSECTION**

Cover photo: Westover Blvd from Albany Mall to
N. Ledo in Dougherty County

Roundabout Intersection

One of Georgia DOT's focus areas is intersection safety. Nearly one-third of fatal and serious injury crashes in Georgia are intersection related and more than 90% are angle collisions. An angle collision occurs when a motorist entering an intersection is struck or strikes a vehicle entering the intersection from an opposing direction or turning in an opposing direction.

To reduce the number and severity of intersection crashes Georgia DOT is installing alternative intersections/interchanges such as reduced conflict U-turns (RCUT), Diverging Diamond Interchanges (DDI), and roundabouts.

A roundabout is a circular intersection where drivers travel counterclockwise around a center island. There are no traffic signals or stop signs in a modern roundabout. Drivers entering the circulatory roundabout must yield before merging into traffic in the roundabout. Drivers may then enter the intersection and exit at their desired street by making a right turn.

There are three types of roundabouts: mini (single-lane with small central island), single-lane, and multi-lane. Other circular intersections that do not meet this definition are considered "traffic circles" or "rotary intersections". Georgia DOT does not construct traffic circles or rotary intersections.

User Safety

The roundabout configuration eliminates all left-turn movements, which are converted to right-turn movements. Right-turn movements and the associated merging maneuver may experience crashes, however the severity of the crashes for transportation users are typically far less than those related to left-turn movements at a conventional intersection.

Intersection Efficiency

A roundabout uses yield control, allowing the intersection traffic to enter the intersection and continue circulating without the stop condition requirement normally associated with stop sign-controlled intersections. The roundabout configuration typically results in a reduction in intersection delay as compared to a stop-controlled intersection.

Challenges of a Roundabout

- Generally higher upfront cost to construct.
- Sometimes a larger right-of-way footprint is required at the intersection.
- Driver education may be needed if roundabouts are new to the area.
- Requires lighting.

Benefits of a Roundabout

- Significant safety benefits, including fewer and less severe conflict points compared to a traditional intersection.
- Generally, roundabouts are much more efficient than other intersection types due to fewer conflicts.
- Promotes lower speeds.
- Possible reduction of noise, air quality impacts, and fuel consumption.
- Little stopping during off-peak periods.
- No signal hardware or maintenance of equipment.
- Provides opportunity for landscaping and/or gateway feature to enhance the community.

